Thursday, December 15, 1960
Agrahayana 24, 1882(Saka)

LOK SABHA DEBATES

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LOK SABHA SECRETARIAT
NEW DELHI

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N.B.—The sign + above a name of a member on question which are orally answered, indicates that the question was actually asked on the floor of the House by that Member.

LOK SABHA

Thursday, December 15, 1960/ Agrahayana 24, 1882 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Delhi Municipal Corporation

*917. **Shri Ram Krishan Gupta:** Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred Question No 1876 on the 1st September, 1960 and state:

(a) whether Government have taken final decision on the report of the Special Officer appointed to assess the financial resources of the Delhi Municipal Corporation; and

(b) if so, the nature of the decision taken?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) A copy of the letter issued to the Commissioner, Delhi Municipal Corporation, is laid on the Table of the House. [*See* Appendix III, annexure No. 50.]

Shri Ram Krishan Gupta: In the statement, I find that during the current financial year, i.e., 1960-61, grant-in-aid will be paid to the Corporation on the existing basis. May I know what amount has been paid so far during this year as grants-in-aid?

Shri G. B. Pant: The amount that has been paid so far, I understand, comes to Rs. 143 lakhs and that budgeted for the year is Rs. 293.98 lakhs.

Shri Ram Krishan Gupta: In the statement, I find that Government made some suggestions for increasing the income of the Corporation. May I know whether the Municipal Corporation has agreed to adopt that?

Shri G. B. Pant: So far no increase has been made. I wonder if the Municipal Corporation has any proposal under consideration.

श्री भक्त दर्शन स्पेशल आफिसर की सिफारिश पर गवर्नमेंट ने जो निर्णय किया है क्या उस से म्युनिसिपल कारपोरेशन ने अपनी सहमति प्रकट की है, और क्या वह सत्य है कि वे और भी मांगें इस सम्बन्ध में कर रहे हैं ?

श्री गो० ब० पन्त : मैं समझता हूं कि इस बारे में म्युनिसिपल कारपोरेशन से काफी बातचीत होती रही, और वह ज्यादा जरूर चाहता रहा होगा । जितना मिलता है हमेशा लोग उस से ज्यादा चाहते हैं ।

Shri Tangamani: What is the amount given by way of grants-in-aid for the second Five Year Plan schemes, which are being transferred from the Delhi Administration to the Delhi Municipal Corporation?

Shri G. B. Pant: The amount provided for this purpose for the current year comes to Rs. 72·98 lakhs.

Shri Harish Chandra Mathur: May I know if the tax pattern of the Delhi Corporation has been examined and if it is a fact that the incidence of tax in Delhi is far below than in Bombay, and if it is brought to that level, then there would be a surplus?

Shri G. B. Pant: The Delhi people are, I think, not taxed as heavily as in Bombay or Calcutta.

Shri Damani: May I know the amount paid to the Delhi Corporation in the last three years and what is the basis of those grants?

Shri G. B. Pant: The amount paid in 1958-59 was Rs. 160·56 lakhs by way of grants. There are besides certain amounts which are passed on to the Delhi Administration on account of certain taxes. They came to Rs. 137 lakhs; so the total amount given came to Rs. 297.56 lakhs. In 1959-60, the grants came to Rs. 183.99 lakhs, the proceedes of the taxes came to Rs. 169 lakhs and the total was Rs. 352.99 lakhs. In 1960-61, as I said, the amount that has been paid is Rs. 143.40 lakhs and Rs. 36 lakhs on account of taxes. The budget for the whole of the year is Rs. 293.98 lakhs by way of grants and Rs. 173·8 lakhs by way of taxes, levied on behalf of the Corporation.

Shri Ram Krishan Gupta: May I know whether any of the taxes suggested by Government has been levied by the Delhi Corporation?

Shri G. B. Pant: I have already answered the question. So far as I am aware, no.

Mazagaon Docks

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*918. **Shri Rajeshwar Patel:**
Shri S. A. Mehdi:
Shri Morarka:

Will the Minister of **Defence** be pleased to refer to the reply given to Starred Question No. 701 on the 24th August, 1960 and state:

(a) whether the consent of the vendors has been obtained to disclose the terms of agreement for the acquisition of Mazagoan Docks, Bombay; and

(b) if so, the details thereof?

The Deputy Minister of Defence (Shri Raghu Ramaiah): (a) Government is now negotiating with the P. & O. Groups of Companies to obtain a further reduction in the sale price of the Garden Reach Workshops and the Mazagaon Docks Ltd, on the basis of the figures given in the Balance Sheet as on 31-3-60. As soon as these negotiations are completed we shall after informing the P. & O. Group of Companies place before the House full details of the terms of the agreement.

(b) Does not arise.

Shri Rajeshwar Patel: If for any special reasons, they are not in a position to give us the information asked for, we hope that when they place the full details, the giving of the details will not be contingent upon the vendors' wishes.

Shri Raghuramaiah: In fact, you were pleased to direct last time that irrespective of the wishes of the vendors, we should lay it on the Table of the House. We shall do so.

Shri Morarka: Is it a fact that the entire amount of consideration for the purchase of Mazagaon Docks is payable in pound sterling and if so, during what period this amount will be paid.

Shri Raghuramaiah: I do not know whether it is your desire that I should go into those details at this stage. But I might say that one important consideration is that whatever amount is payable, we are entitled to off-set it against the repair work.

Shri Morarka: Is it a fact that the amount for repairs per year recoverable will be much more than the total amount of consideration payable?

Shri Raghuramaiah: It would depend on the actual turnover of the repair work. For the information of the House, I may say that during the current year, the docks are expected to do repair work for this group to the tune of Rs 80 lakhs.

Prize Winning Bonds in First Draw

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*919. { Shri Shree Narayan Das:
Shri Radha Raman:
Shri Nardeo Snatak:
Shrimati Ila Palchoudhuri:
Shrimati Mafida Ahmed:
Shri Ram Krishan Gupta:
Shri Assar:
Shri Tangamani:

Will the Minister of Finance be pleased to state:

(a) what was the total number of prize winning bonds in the first quarterly lots;

(b) the total number of prize winning bonds presented for payments for prizes;

(c) the number of prize winning bonds for which payments have already been made by the Reserve Bank; and

(d) whether the lists of prize winning bonds have been printed and supplied to the Post Offices of the country so that purchasers of prize bonds might consult the same?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) 5,008. Of these 2,538 were won by the public.

(b) and (c). 1710 claims were received upto 10th December, 1960 of which 1647 had been paid by that date.

(d) Yes, Sir.

Shri Shree Narayah Das: May I know whether it is a fact that a large number of prize bonds which won prizes were not sold to the public?

Shrimati Tarkeshwari Sinha: The total value of the prize bonds which were sold up to 30th June was Rs. 22 crores. Out of that, the value of the prize bonds included in the first draw was Rs. 14 crores in the Rs. 100 denomination and Rs. 8 crores in the Rs. 5 denomination.

Shri Shree Narayan Das: My question was, whether it is a fact that a large number of bonds which were not sold to the public received prizes and if so, what is their number and what is their total amount?

Shrimati Tarkeshwari Sinha: In the first draw the number of prizes offered was 560. The value of the prize bonds sold up to 30th June was, in the Rs. 100 denomination Rs. 4.65 crores and in the Rs. 5 denomination Rs. 5.26 crores. That makes up nearly 41 per cent of the total bonds which were sold up to 30th June. Out of that, neraly 31 per cent in the Rs. 100 denomination and 53 per cent in the Rs. 5 denomination were offered as prizes.

Some hon. Members: The question has not been properly answered.

Shri Goray: What about the bonds which were not sold? (*Interruptions*).

Mr. Speaker: Order, order. How many can ask questions at a time?

Shri Goray: The question is that some of the prize bonds were not sold at all and when the prizes were given there were many numbers which were not sold. Evidently, the hon. Member wants to know how many of them were like that.

Shrimati Tarkeshwari Sinha: When the series were put on sale some of the series were sold completely and some of the series were sold partially. Both the series have to be taken into account for the draw because we cannot deprive the purchaser from a partially sold series from getting a prize. (*Interruptions*). The House may listen to me first and then put questions. So out of the series, 14 series of the Rs. 100 denomination and 16 series of Rs. 5 denomination were put on sale. Some were sold partially and some were sold fully.

The series which were not at all put in the market were not calculated or taken into account for the draw of prizes.

Shri Ram Krishan Gupta: May I know the approximate amount of bonds which were not sold but which secured prizes?

Shrimati Tarkeshwari Sinha: I have already answered that question. I have already given the number of prize bonds which were sold, the value of those prize bonds, the number of prizes and the value of prizes which have been offered to the public.

Shri Tangamani: Out of Rs. 9 crores worth of prize bonds which were sold, what is the value which they are getting after the draw? Also, in the second draw which has taken place, how many prizes were offered and how many bonds have been sold?

Shrimati Tarkeshwari Sinha: So far as the second part of the question is concerned, we have not got the figures of the total sales and the total prizes offered on the second draw. So far as the first question is concerned, the number of prizes won up to 30th June was nearly 50 per cent and the value of prize in terms of money in the Rs. 100 denomination was Rs. 3.98 lakhs and in the Rs. 5 denomination Rs. 3.83 lakhs. That comes to nearly 31 per cent in the first one and 53 per cent in the second one.

Mr. Speaker: Since most of the hon. Members seem to be interested in this why not the hon. Minister lay a statement on the Table, giving all the particulars, further elucidating all the points?

Shrimati Tarkeshwari Sinha: I shall do so.

Mr. Speaker: Next question.

Shri Hem Barua: Sir, it is a very important question.

Mr. Speaker: This is all that I am going to allow. So far as this question is concerned, I am not going to allow any further supplementaries.

Shri Hem Barua: May I submit that in view of the prizes won.....

Mr. Speaker: It is a supplementary, I am not going to allow it. There must be an end to the supplementaries. I cannot go on allowing supplementaries for the same question throughout. I have already allowed enough. Hereafter, I am not going to allow more than one supplementary for a question. In the House of Commons, hundreds of questions are carried on. Otherwise, how can we do that? After the statement is made, if the hon. Members feel that their views must be expressed on this issue, I will allow a discussion. As hon. Members are aware, this is a method which has been adopted for raising funds. We are all interested in seeing that the maximum benefit is obtained. After the statement is laid on the Table, if I find there is a reasonable necessity for having a discussion, I will allow a short discussion.

Central Advisory Board of Physical Education and Recreation

+

*920. { **Shri R. C. Majhi:** / **Shri Subodh Hansda:**

Will the Minister of **Education** be pleased to state:

(a) whether Government have accepted the recommendations of the Central Advisory Board of Physical Education and Recreation to undertake two pilot projects, one urban and one rural, on an experimental basis to decide which recreational activities are of maximum value;

(b) if so, where these two projects have been set up; and

(c) by what time the result of the experiment will be known?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). A Statement is placed on the Table of the Sabha.

STATEMENT

The Central Adivsory Board of Physical Education and Recreation had asked its Recreation Sub-Committee to work out the details of the programme in the light of the Board's recommendations. The draft programme prepared by the Sub-Committee will be considered by the Government of India after it has been approved by the Board.

Shri R. C. Majhi: Since the Sub-Committee have been asked to work out the details of the programme, may I know when they are expected to submit their report?

Dr. K. L. Shrimali: The Central Advisory Board of Physical Education and Recreation have set up a Committee on the 17th April, 1959 and asked them to prepare a programme for the development of recreational activities in the country during the Third Five Year Plan.

Shri R. C. Majhi: May I know when the Sub-Committee is expected to submit its report?

Dr. K. L. Shrimali: The Committee submitted an interim report on the 16th April, 1960.

Shri Tangamani: The statement says:

> "The draft programme prepared by the Sub-Committee will be considered by the Government of India after it has been approved by the Board."

May I know when the Board is likely to send its approval?

Dr. K. L. Shrimali: This is a Committee which was appointed by the Board. Naturally, the Board will have to consider the report before it is approved by the Government. As soon as the Board has considered the report, Government will take necessary action. The Board may meet at any time during the next few months.

Shri Chintamoni Panigrahi: What are the main recommendations of this Sub-Committee?

Dr. K. L. Shrimali: The proposal was that two pilot projects should be set up, one in the urban area and another in the rural area, for recreational activities.

Rourkela Fertilizer Plant

*922. **Shri Morarka:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether the fertiliser plant in Rourkela would go into production according to schedule;

(b) the progress made so far; and

(c) whether the entire foreign components have been received?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The Fertiliser Plant is scheduled to be commissioned by March 1962. It is expected that this schedule will be kept.

(b) In the Ammonia Producing Plant, about 65 per cent of the civil engineer work and about 18 per cent of the erection work has been completed. In the Ammonia Processing Plant, about 35 per cent of the civil engineering work has been completed.

(c) About 43 per cent of the foreign components have been received in the case of the Ammonia Producing Plant and about 1 per cent in the case of the Ammonia Processing Plant.

Shri Morarka: May I know the total amount spent so far on this plant? What are the latest estimates?

Sardar Swaran Singh: I require notice because that is a matter of detail as to what is the total amount

spent so far. The hon. Member must no doubt be aware that the ammonia processing plant is being done by the Sindhri Fertilizers, whereas the ammonia producing plant work is being done by a German firm.

Shri Morarka: Who would have the overall responsibility for commissioning this plant, the Sindhri Fertilizers or the foreign suppliers?

Sardar Swaran Singh: The overall responsibility will be that of Hindustan Steel. Each one of these two plants will be constructed and completed by the respective suppliers. After the erection, the overall responsibility of running the plant will be that of Hindustan Steel.

Shri S. M. Banerjee: Is it a fact that recently there was a strike by 2,000 workers of the Rourkela Fertilizer Plant and, if so, what were their demands? Has the strike been called off on the assurance of somebody?

Mr. Speaker: We are going into something else.

Sardar Swaran Singh: Actually, on the very same matter, either this hon. Member or some other hon. Member has given a Calling Attention notice. But even that has become obsolete or infructuous because the strike has been called off. There was some dispute between the constractors and the workers.

Shri Chintamoni Panigrahi: May I know whether the original capacity of the plant will be retained or will be revised?

Sardar Swaran Singh: No, Sir. To my knowledge it is not being revised.

Loan to TISCO and IISCO

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*928. { **Shri Indrajit Gupta:** / **Shri Rameshwar Tantia:** / **Shrimati Renu Chakravartty:** / **Shri Ram Krishan Gupta:** }

Will the Minister of **Steel, Mines and Fuel** be pleased to refer to the reply given to Starred Question No. 346 on the 11th August, 1960 and State:

(a) whether the terms of repayment of the advance made to TISCO and IISCO have since been finalised;

(b) if so, the details thereof; and

(c) if the reply to part (a) above be in the negative, the time likely to be taken thereon?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No, Sir. But interest is chargeable from 1st July, 1958.

(b) Does not arise.

(c) This question will be finalised along with the question of fixation of retention prices for iron and steel for all the main producers in the Public and Private sectors for the period commencing from the 1st April, 1960.

Shri Inderjit Gupta: More or less the same question, I find from the records, was asked and answered in the same way in December, 1959, March, 1960 and August, 1960. I want to know why such an inordinately long time is being taken to settle the terms of repayment. What are the items on which there is so much dispute which is taking so much time?

Sardar Swaran Singh: Actually, if the question is the same, there should not be any surprise that the reply is the same. If the situation has not altered, I think, the answer should be the same. So far as the loan is concerned, this was advanced to enable the private sector steel plants to undertake their expansion programme. About repayment, I have already stated in part (a) of my reply that interest is being charged. About the actual instalments and the like, that is a matter of negotiation. Certainly this would be undertaken. But, there is no hurry of any type about which the hon. Member need express any concern.

Shri Warior: Is it that the loan comes first and repayment will come later

only? Is it not that the negotiation for advance itself will contain all these terms? Why are these conditions not stipulated in the agreement itself?

Sardar Swaran Singh: It was not in the agreement which took place 7 or 8 years ago. I cannot answer 9 years later as to why it was not contained in the original agreement. We should take the situation as it is. You may have your comments whether the original agreement was to the hon. Member's liking or not.

Mr. Speaker: He wants to know why it is taking time even after the last question was put.

Shri Warior: Evenafter the hon. Minister took charge.

Sardar Swaran Singh: This is linked with the fixation of price. As I have said in reply to part (c), the whole question of retention price that should be fixed for the period after 1st April, 1960 is a matter which is being looked into in consultation with the Tariff Commission. That is a fairly complicated process and it may take some time. In the mean time, interest is being safeguarded in this form that interest is charged on the entire loan.

Shri S. M. Banerjee: On a point of order, Sir, now, the hon. Minister has stated that is concerned with retention price. The point raised by my hon. Friend is that on 9-12-1959, this question was originally put as an unstarred question and the reply was,

(a) No, Sir.

(b) Does not arise.

Again on 8-3-1960, the same question was put as an unstarred question and the reply was,

(a) No, Sir.

(b) Does not arise.

On 11-8-1960, the same question was put as a starred question.

Mr. Speaker: What is the point of order?

Shri S. M. Banerjee: My point of order is whether it is open to the Minister not to say the real reason for the delay. He said, (a) No, Sir; (b) Does not arise. Now he says it is a question of retention price.

Mr. Speaker: He says that the matter is in the hands of the Tariff Commission. They have to fix the retention price. The further terms and conditions will largely depend on the prices that are going to be settled by the Tariff Commission.

Shri S. M. Banerjee: That is not here.

Mr. Speaker: There is no good quarreling with him for not saying earlier. He has stated now.

Shri Inderjit Gupta: When these terms of repayment are being settled, the retention price for the last period has been increased. How was that done without settling the terms of repayment?

Mr. Speaker: He says that repayment depends on the retention price.

Shri Inderjit Gupta: The retention price has been increased.

Sardar Swaran Singh: Let me clarify this point, Sir. So far as the recent increase in retention price is concerned, it is a continuation of the original recommendation of the Tariff Commission. In the Tariff Commission's report itself which had been cacepted by the Government and announced by my predecessor, it was stipulated that depending upon certain other circumstances, that is, cost of raw materials and the like, there will be an increase or decrease in the retention price. That formula is continuing till it is substituted by a new formula. Therefore, whatever increase was given was really an implementation of a promise which had already been given by the Government.

Mr. Speaker: Has the hon. Minister any difficulty in placing a copy of the agreement on the Table of the House for the benefit of the Members?

Sardar Swaran Singh: That has already been done. This is several years ago—7 years ago. All that was placed.

Mr. Speaker: The new terms and conditions with respect to which the hon. Minister says they are in a state of negotiation. As soon as they are settled.

Sardar Swaran Singh: As soon as it is finalised, I will inform the hon. House of the recommendations and what action Government have taken on it.

Shri Ram Krishan Gupta: The hon. Minister has stated that interest is safeguarded. May I know, in view of this, whether any amount of interest has been received from the above company and if so, to what extent?

Sardar Swaran Singh: I have already indicated that interest is chargeable from a certain date.

Mr. Speaker: The hon. Member wants to know whether interest has been received.

Sardar Swaran Singh: I do not know whether actually it has been received or has not been received. I have no doubt it is chargeable. The companies are quite sound. They will pay interest. There is no doubt about it.

Shri Tyagi: What is the percentage of profit that is included in the retention price after deducting the expenditure? What is the percentage of savings?

Sardar Swaran Singh: That is a general question. So far as the Government is concerned, this matter is generally left to the Tariff Commission, regard being had to all the circumstances in any particular industry as to what is the reasonable profit. The hon. Member with his experience must be aware that the Tariff Commission generally regard fair a return of from 8 to 10 per cent on the capital depending on various circumstances.

Shri Mahanty: May I know whether it is a fact that the increase in the retention price is coeval with the rate of interest and in that case, why the consumers are paying for the interest instead of the companies paying?

Sardar Swaran Singh: It will not be proper really to anticipate the recommendation of the Tariff Commission. This rate of interest is for the interim period. It will not be for me really to anticipate as to what is going to be the recommendation of the Tariff Commission and what is going to be the decision of the Government on that. I have already stated that as soon as the recommendation is received and the Government have taken a decision, I will inform the hon House.

Shri Mahanty: I seek your protection. The question is not of a new recommendation. These recommendations are widely known that the Tariff Commission has recommended an increase in the retention price in order to enable the company to pay interest. Therefore I want to know from the Government why the consumers are being made to pay an increased price to enable the company to pay the interest. That is the question.

Sardar Swaran Singh: The first part of the question is not accepted and the second does not arise.

Mr. Speaker: He only wants to know whether the rate of interest has been settled after the increase in the retention price. The hon. Member draws the conclusion that it is only to enable them to pay the interest that the retention price has been increased, in which case they are only drawing from the consumers and paying it to the Government.

Sardar Swaran Singh: That is precisely what I attempted to answer. I do not accept that the increase in the retention price was to enable them to repay interest. Therefore I said that the second part does not arise.

Shri Damani: May I know the total amount that was asked by them by way of retention price and out of that how much the Government has sanctioned, and whether the Government has sanctioned full payment or part of that?

Sardar Swaran Singh: The Government does not normally sanction everything that anybody asks.

Mr. Speaker: Shri Chintamoni Panigrahi.

Shri Damani: My question was whether what the Government has sanctioned is full settlement of the claim or part.....

Mr. Speaker: Order, order.

Shri Chintamoni Panigrahi: May I know whether it is a fact that TISCO and IISCO have objected to the present retention price as revised by the Tariff Commission and they have wanted more price and it is because of that there is delay?

Mr. Speaker: Who will give that?

Sardar Swaran Singh: It is a normal process that the producers will come forward with their own assessment that this should be the cost and this should be the retention price. That is always gone into, examined by cost accountants and a number of other factors are taken into consideration. As was suggested by an hon. Member from this side whether we have accepted everything that they asked, that is never done. Whatever is considered fair after full examination is agreed to.

Shri Morarka: May I know the rate of interest that would be chargeable and also whether it would be charged from the date of the loan or from now onwards?

Sardar Swaran Singh: I have said it is chargeable from 1st July, 1958. The date of the loan is much earlier. This point really has been stated earlier also that initially, for a certain number of years, the advance was interest-free.

Shri Indrajit Gupta: Why?

Sardar Swaran Singh: As to why it was given, that has been explained here on a number of occasions. My learned predecessor had explained the reasons why it was ageerd that the original advance should be without interest for a number of years. To recapitulate, the main reason was that in one form or other the ultimate price was affected by the mode of financing and the like, and this being a controlled item, everything was taken into consideration and a certain help was given. At the present stage, the question is: what should be the rate of interest chargeable, and what should be the terms of repayment?

Mr. Speaker: He wants to know the rate of interest that has been fixed.

Sardar Swaran Singh: That I have already indicated. From 1st July, 1958.

Mr. Speaker: What is the rate?

Sardar Swaran Singh: I think it is about 5 per cent, but I am speaking from memory.

Teachers in Training Centres

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*924. { **Shri Harish Chandra Mathur:** / **Dr. Ram Subhag Singh:** / **Shri Hem Barua:** }

Will the Minister of **Education** be pleased to state:

(a) the number of teachers' training centres in each State;

(b) the amount spent on these centres by (i) the State Governments and (ii) the Central Government;

(c) what improvements, if any, have been suggested for these teachers' training institutions;

(d) whether he has publicly criticised these institutions; and

(e) if so, the nature of his criticism and the remedy thereof?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). A statement is laid on the table of the House. [See Appendix III, annexure No. 51.]

(d) and (e). No, Sir. The need for improving the efficiency of teachers' training institutions was stressed at the First National Seminar on Education of Primary Teachers held in Delhi in October, 1960. The Ministry had prepared detailed reports on the status, selection, recruitment, remuneration, service conditions and facilities provided for training in different States. These reports and suggestions of the Ministry have been forwarded to the State Governments.

Shri Harish Chandra Mathur: Has it not been accepted in the study that has been made and the note that has been prepared that the working has been highly unsatisfactory; if so, may I know if any responsibility has been fixed and whether the Central Government has withheld its grants in any case?

Dr. K. L. Shrimali: These surveys were made by the Ministry of Education and their officers, and suggestions have been forward to the State Governments for improving the efficiency of the teacher training institutions. In fact, this seminar which was being organised discussed all these problems, and the Central Government are giving them all possible assistance to improve the standards of the teacher training institutions.

श्री खादीवाला: क्या माननीय मंत्री जी के ध्यान में यह बात आई है कि राज्य सरकारों की तरफ से जो प्रशिक्षण शिविर खोले जाते हैं, उन में कई जगह साधनों की कमी रहती है और आचार्य नहीं मिलते हैं और जो मिलते हैं, वे दूसरे स्थानों से शिक्षण का काम छोड़ कर आते हैं ?

डा० का ला० श्रीमाली: जी हां, इस तरह की कई कमियां हो सकती हैं । मैं यह निवेदन करना चाहता हूं कि केन्द्रीय सरकार की तरफ से राज्य सरकारों को सौ प्रतिशत ग्रान्ट्स इन टीचर ट्रेनिंग इंस्टीट्यूशन्ज के लिये दी गई हैं ।

Shri Hem Barua: May I know whether it is a fact that inaugurating the First National Seminar on Teacher Training, the hon. Education Minister said that the teacher training institutions as a whole were lifeless, that the atmosphere of the teacher training institutions did not stimulate initiative and thinking, that the teacher training institutions were out of date and that the trainee got into the profession because he did not have any other opening?

Mr. Speaker: Is he seeking or giving information? The hon. Member is a principal. He knows much, but what is the good of giving information instead of seeking?

Shri Hem Barua: I am seeking information.

Mr. Speaker: Then why this preamble?

Shri Hem Barua: If this is a fact, may, I know whether these open criticisms of these teacher training institutions do not affect the moral of the teacher trainees as a whole?

Dr. K. L. Shrimali: This was a seminar of the educational administrators from all over the country, and this was a discussion in the seminar. It was not a public criticism. In fact, all these things were discussed in the seminar itself. This is the purpose for which the seminar was called.

Dr. Ram Subhag Singh: A sum of Rs. 255 lakhs is spent by the Government on running these 1100 teacher training institutions. May I know whether the hon. Minister considers or feels that these institutions are being properly run?

Shri Tangamani: The amount is spent by the State Governments.

Dr. K. L. Shrimali: I have already said that a full survey was made and various suggestions have been made to the State Governments for improving all the institutions, but the Government of India are giving cent per cent assistance to the State Governments for extending the teacher training facilities and for improving standards. Continuous effort is being made to improve the teacher training institutions. More grants have been given in 1959-60. We do not have the full information, and I will place those statements also on the Table of the House for the benefit of the hon. Member.

Shri Yaday Narayan Jadhav: I have a submission to make. The figures for these training institutions up to 1957-58 have been given, but the figures for Maharashtra and Gujarat have not been given, only the figure for Bombay State has been shown. It is seven months since the bifurcation. I do not know why the figures for Maharashtra and Gujarat have not been given.

Dr. K. L. Shrimali: I have to depend for these figures on the State Governments, and I have said as soon as the figures are given, they will be placed on the Table of the House.

श्री प्रकाश वीर शास्त्री: क्या मैं जान सकता हूं कि शिक्षा मंत्री जी को इस बात की जानकारी है कि विश्वविद्यालयों और कालेजों में छात्रों के माध्यम से जो अनुशासनहीनता चल रही है, उस में अध्यापकों का भी एक बहुत बड़ा स्थान है? इस लिये क्या प्रशिक्षण केन्द्रों में अध्यापकों के लिये कुछ आचार-संहिता का निर्माण किया जायगा, जिस से उन के भावी जीवन पर प्रभाव पड़े और अनुशासनहीनताओं में उन का हाथ न हो सके ?

डा० का० ला० श्रीमाली : माननीय सदस्य के इस सुझाव को ध्यान में रखा जायगा ।

Pandit K. C. Sharma: Will the hon. Minister consider the suggestion to establish a central research institute to study the problems of the education of children who are tender plants, adolescence and grown up waywardness as this is a serious question?

Dr. K. L. Shrimali: Research institute for studying the waywardness of grown-ups?

Pandit K. C. Sharma: You say college students are running riot in the streets.

Dr. K. L. Shrimali: I am afraid this does not directly come within the Ministry. Waywardness of the grown up people somebody else must take up.

Mr. Speaker: All that he wants to know is: What is the ideal before this country? Are these teachers taught anything about the freedom movement, about non-violence? These are matters of importance. The teachers seem to be trained in the old way. That is exactly what he wants to know. When the schemes are prepared, do they keep in view as to what exactly the country wants?

Dr. K. L. Shrimali: These details are continuously kept in view by the teacher training institutions, and it is our continuous endeavour to inculcate the ideals which are enshrined in our Constitution in the teacher training institutions. All efforts are being made.

Shrimali Ila Palchoudhuri: The hon. Minister has stated that cent per cent grant is being given to the States for extension of the teacher training institutions, but up to 1957-58 only seven States have received aid. Did not West Bengal ask for any grants? Has it not asked for any grant even in 1960-61?

Dr. K. L. Shrimali: The amount released in 1959-60 for West Bengal was Rs. 5 lakhs. In 1957-58 probably they might not have utilised the grant. In 1959-60 grants have been given to West Bengal.

Shrimati Ila Palchoudhuri: From the statement I find that in the Andaman and Nicobar Islands there is only institution. Is that considered to be enough for training all teachers, when teachers have to be taken from other places actually to teach there?

Dr. K. L. Shrimali: As far as my information goes, the training facilities are adequate for that area.

Shri Hem Barua: Hon. Minister has admitted my contention that he made certain criticisms, but says they were made within the confines of the seminar and they were not made public property. But these criticisms came out in the press, and it is very likely that they would affect the moral of the teacher trainees. Therefore, I want to know from the Minister what steps he took to see that the criticisms made in a friendly manner did not come out in the press and affect the moral of the teacher trainees?

Dr. K. L. Shrimali: Healthy criticism made in good spirit should not, and does not demoralise the teaching profession. I think there is now need in the country to have a continuous self-examination. It was really a seminar of educational administrators, and we were thinking about the various problems. I do not think any harm is done by doing some kind of self-examination.

Shri Warior: May I know whether the question of *pugree* being taken by the privately-owned—trained institutions was also discussed in the seminar, and whether any final conclusion was reached on this matter?

Dr. K. L. Shrimali: I have no information about that matter. If the hon. Member has any information, he may kindly give it to me, and I shall look into it.

Shri Harish Chandra Mathur: May I know whether it has come to the notice of the hon. Minister that on the staff of these teachers' training institutes, we have non-trained matriculates for teaching the teacher-trainees?

Dr. K. L. Shrimali: Yes, I think there may be some truth in it, because it was brought to my notice that in some of these institutions, there are people who are not even matriculates. In fact, that was one of the points which we considered in this seminar.

Mr. Speaker: Does it require so much of consideration? A person who is not even a matriculate, and who is not even a trained man is put in charge of a training institution.

Dr. K. L. Shrimali: This is not a very happy state of affairs. We strongly criticised this, and we have requested the State Governments to set these things right.

Several Hon. Members *rose*—

Mr. Speaker: A number of hon. Members seem to be interested in this. Let us have a seminar for half an hour on this. If hon. Members are interested, I am prepared to give half an hour for this. We can have a half-an-hour discussion. It is rather strange that State Governments should be doing such a thing. The State Government is also in responsible hands. How can an untrained man, and that too, a non-matriculate, be put in charge of a training institution?

Dr. K. L. Shrimali: I must, however, say that these are isolated examples. In one or two institutions this may have happened. It should not be considered that this is the general rule. Most of the teacher-training institutions have trained staff, and it is possible that in one or two institutions, this thing may have happened, and the attention of the State Governments was drawn to this fact.

Steel Plant in Andhra Pradesh

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*825. { **Shri Rami Reddy:** / **Shri Osman Ali Khan:** / **Shri M. V. Krishna Rao:**

Will the Minister of **Steel, Mines and Fuel** be pleased to refer to the reply given to Starred Question No. 1269 on the 9th September, 1960 and state:

(a) whether the Technical Committee has since examined the feasibility of setting up the Steel Plant in Andhra Pradesh;

(b) the findings of the Committee; and

(c) the action taken by Government in the matter?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The examination has not been completed.

(b) and (c). Do not arise.

Shri Rami Reddy: May I know whether the technical committee visited Andhra Pradesh, and if so, the places that have been visited by the committee?

Sardar Swaran Singh: This technical committee has already visited Andhra Pradesh, and they have had detailed discussions. The latest position with regard to this is that certain quantities of raw materials are to be supplied by the Andhra Pradesh Government, the Singareni collieries and the Regional Research Laboratory to the Director, National Metallurgical Laboratory for purposes of pilot plant trials to be undertaken by him, that is, the Director of the National Metallurgical Laboratory. It was agreed that the despatches of these raw materials should be taken up and completed by the end of February at the latest. The pilot plant trials are likely to be completed by about April or May, 1961.

Shri Rami Reddy: Is it a fact that the Andhra Pradesh Government have investigated into the feasibility of a steel plant costing about Rs. 7 crores with 100 tons capacity, and if so, may I know whether this report has been examined by the technical committee or by Government?

Sardar Swaran Singh: I think that this technical committee was really constituted to examine the report which the hon. Member is referring to. At any rate, the committee has got the representatives of Andhra Pradesh also on it, and I am sure that whatever are the relevant factors will be put before the technical committee.

Shri Viswanatha Reddy: May I know whether the examination to be carried out at Jamshedpur is with reference to the non-metallurgical coal available in Singareni or with reference to any other matter?

Sardar Swaran Singh: It is with regard both to the coal as also the iron ore that is available in that locality.

Shri Mohammed Imam: It has been admitted that there is plenty of high-grade iron ore, both in Andhra Pradesh and also round about in Mysore, and coal is also available. May I know whether there is any serious proposal to have a steel plant in the south during the Third Five Year Plan?

Sardar Swaran Singh: I thought that that was what I was attempting to answer, namely that a proposal is being examined by the technical committee, and depending upon the technical feasibility and the economic viability, a suitable plant can be located.

But what is normally forgotten in this connection is that for making pig iron or steel, iron ore is, no doubt, a very important raw material, but coal is also an equally important raw material, and the quantities involved are also practically the same.

Dr. Atchamamba: Since Andhra Pradesh has coal, is there any possibility of this plant being included in the Third Five Year Plan?

Sardar Swaran Singh: I would request the hon. lady Member to wait for the detailed examination which this technical committee is engaged on at the moment.

सेठ अचल सिंह : क्या माननीय मंत्री महोदय बतलाने की कृपा करेंगे कि जो स्टील प्लांट लगाये जा रहे हैं और उनमें जो करीब ६० लाख टन का उत्पादन हो रहा है, इस से और ज्यादा अगर उत्पादन होता है तो क्या बाजार में मन्दी नहीं आ जायेगी ?

सरदार स्वर्ण सिंह : माननीय मैम्बर साहब जानते हैं कि हमारा देश बहुत बड़ा है। चालीस करोड़ से ज्यादा इस की आबादी है। हम आइंदा १५–२० साल जितना भी ज्यादा से ज्यादा स्टील पैदा कर सकेंगे उस सभी की खपत हमारे देश में हो जायेगी।

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हिन्दू उत्तराधिकार अधिनियम

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*१२६. { **श्री प्रकाश वीर शास्त्री :**
श्रीमती रेणु चक्रवर्ती :
श्री इन्द्रजीत गुप्त :

क्या विधि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश सरकार ने हिन्दू उत्तराधिकार अधिनियम में विवाहित स्त्रियों के सम्बन्ध में कुछ थोड़ा-सा परिवर्तन किया है ;

(ख) क्या यह सच है कि पंजाब जैसे अन्य राज्य भी इसी प्रकार का परिवर्तन करना चाहते हैं ; और

(ग) यदि हां, तो केन्द्रीय सरकार स्वयं इस अधिनियम में वह संशोधन क्यों नहीं कर देती ?

विधि मंत्री (श्री अ० कु० सेन) : (क) जी, नहीं।

(ख) पंजाब सरकार या किसी अन्य राज्य सरकार से अभी तक कोई प्रस्ताव अधिनियम में संशोधन करने के लिये प्राप्त हीं हुआ है।

(ग) प्रश्न नहीं उठता।

Some hon. Members: The English version of the answer may also be given.

Mr. Speaker: Yes.

Shri A. K. Sen: (a) No, Sir.

(b) No propohal has so far been received from the Government of Punjab or any other State Governments to amend the Act.

(c) Does not arise.

Mr. Speaker: Has the Madhya Pradesh Government amended the Act?

Shri A. K. Sen: No.

श्री प्रकाश वीर शास्त्री : हिन्दू परिवार में विवाहित कन्याओं का जो अचल सम्पत्ति में भाग इस विधेयक में रखा गया है, उस प्रश्न को ले कर समाज में एक बहुत बड़ी इस प्रकार की समस्या उत्पन्न हो गई है जिससे अभियोगों आदि में भी वृद्धि हो रही है। ऐसी हालत में क्यों नहीं केन्द्रीय सरकार स्वयं इस प्रकार का परिवर्तन कर लेती जिससे कि प्रान्तीय सरकारों को इस प्रकार के परिवर्तन करने की आवश्यकता ही न पड़े ?

Shri A. K. Sen: I do not admit that there has been any public opinion formed in favour of amending the Act.

Shri Hem Raj: May I know whether it is a fact that the Punjab Legislative Assembly has passed a resolution that this portion relating to the giving of landed property or at least agricultural property to the daughters may be amended?

Shri A. K. Sen: From press reports, it appears that in March, 1960, a non-official resolution was moved in the Punjab Legislative Assembly urging the State Government to approach the Centre with the request that the Hindu Succession Act should be amended in such a way that the daughter might be made a shareholder in the property of her father-in-law and not in that of her father, after marriage. It has further appeared from the press reports that the Punjab Government appointed a committee to suggest amendments to the Hindu Succession Act in the light of the discussion that took place in the Punjab Vidhan Sabha on the non-official resolution referred to above. Apart from these press reports, the Central Government have no information about any move for the amendment of the Hindu Succession Act, 1956.

Mr. Speaker: When such news appears in the newspapers, does not the Ministry refer it to the State Government concerned for authentic information?

Shri A. K. Sen: In such a case, any proposal for amendment has to emanate from the State Government. Since we have not had any official intimation from the State, we have not taken any note of it.

Mr. Speaker: This has been referred to a Committee. If in the beginning itself, the hon. Minister wants to scotch it, should he not write to them? Until and unless a non-official brings it to the notice of Government, should he have to wait, when Government have an interest in the matter?

Shri A. K. Sen: If the State Government thinks it proper to appoint a Committee to examine the suggestions made on the floor of the Vidhan Sabha, I do not think it is appropriate for the Central Government to scotch it from the beginning.

Mr. Speaker: Leave that alone. Should he not be interested in the correctness of the information, whether really this matter is being examined by them?

Shri A. K. Sen: It is not thought necessary when no proposal was forthcoming.

Shri Narasimhan: The answer to (b) is 'No'. But the information given by the hon. Minister is not fully in accord with that. There has been a suggestion made. But the answer is 'No'.

Shri A. K. Sen: Of course, the answer to (b) is 'No'. No proposal has so far been received from the Government of the Punjab or any other State Government to amend the Act. That was the question and that was the answer.

Mr. Speaker: That is the only way a desire could be understood.

श्री प्रकाश वीर शास्त्री : मैं यह जानना चाहता हूं कि क्यों नहीं केन्द्रीय सरकार राज्य सरकारों से इस प्रकार का सुझाव लेती जिससे भविष्य में इस प्रकार की कठिनाई से बचा जा सके और राज्य और केन्द्र के बीच कोई टकराव उत्पन्न न हो ।

Shri A. K. Sen: I do not think there is any possibility of any trouble between the Centre and State Governments. Personally,—I cannot speak for the Government at the moment—I would be very much against any amendment seeking to deprive the daughters of their share in the property.

श्री खादीवाला : अंग्रेजी उत्तर को हिन्दी में भी देना चाहिये । जब हिन्दी प्रश्न का उत्तर अंग्रेजी में भी देते हैं तो अंग्रेजी जवाब भी हिन्दी में दिया जाना चाहिये ।

Mr. Speaker: Hon. Members can also now and then speak in English. Both the languages are official languages now. This House is not a training class for Hindi. I am thinking of having a simultaneous translation, both in Hindi and English. I am undertaking it as early as possible. It may be too late for some hon. Members now to study it, unless they become younger. It is necessary that every hon. Member should understand what exactly is going on in the House. If an hon. Member speaks in Hindi, I would even ask some hon. Members, who do not know Hindi, if they want to know what exactly he is saying. I think I will have an interpreter to give a summary of that. I do not want any hon. Member to vote one way or the other without knowing what is happening. I am aware that as many as 70 hon. Members do not know a word of English.. They cannot understand English. For their benefit, I will have the English speeches also translated to them.

That is why I have undertaken a simultaneous translation. I will have it done as quickly as possible.

Shri Hem Barua: Is it meant only for those who do not know a word of English or Hindi?

Mr. Speaker: If they do not know either Hindi or English, what can I do?

Output of Steel in Ordnance Factories

*929. **Shri P. K. Deo:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is envisaged to increase the output of the ordnance factories to fulfil the target of production of special steel and alloy steel in the Third Five Year Plan;

(b) whether offer has been received from private parties for the manufacture of special steel in the Third Five Year Plan period; and

(c) whether Government propose to manufacture all the country's requirement of special steel and alloy steel in the Third Five Year Plan in the public sector?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). Yes, Sir.

(c) No, Sir. Some units are proposed to be sanctioned in the private sector also.

Shri P. K. Deo: What is the total requirement of this special steel and alloy steel in our Third Five Year Plan, and what is our present output in the country?

Sardar Swaran Singh: These expressions 'special steel' and 'alloy steel', from the very nature of the circumstances, are not easy to define. It really includes a number of alloys. To bulk their requirements and to give them in terms of tonnage may perhaps create a wrong impression about the total requirements. But the intention now is to start in the public sector a special steel and alloy steel plant, including stainless steel, which will have an annual capacity of 80,000 tons. Besides that in the private sector also capacity may be sanctioned to the tune of a lakh of tons or so. But the tonnage itself will be somewhat misleading, because the value of these steels varies very widely, depending upon the type of alloys manufactured. This is in the process of being assessed, and no final figure is yet indicated. I hope that by the time final discussions on our Plan take place, some indication will be possible.

Shri P. K. Deo: May I know where this plant in the public sector with a capacity of 80,000 tons would be located?

Sardar Swaran Singh: At Durgapur.

Shri Supakar: May I know why the private sector is allowed to co-exist with the public sector so far as this thing is concerned?

Sardar Swaran Singh: I do not see any objection in that. I thought that the Party to which the hon. Member belongs was not a great advocate of the public sector.

Shri Supakar: Who told the hon. Minister so? I just wanted to know what is the policy of Government regarding such matters where the private sector is allowed to have more allotment than the public sector so far as this thing is concerned.

Sardar Swaran Singh: It is not correct to say that they will have a larger allocation. The private sector is not going to have a larger allocation. But we have adopted this as a policy that in certain sectors, both the public sector and the private sector may be permitted to expand. Special steel is that sector in which we will permit the private sector also.

Dr. M. S. Aney: What is the definition of a small-scale industry?

Sardar Swaran Singh: Small-scale industry is that industry which is not very large.

Dr. M. S. Aney: To say that a small-scale industry is that which is not large does not make us any the wiser.

Mr. Speaker: The hon. Member only wants to know about it in terms of pecuniary value whether there is any limit. For the purpose of giving sanction for raising capital issues, those industries with less than Rs. 5 lakhs capital do not come before Government. Is there any such distinction as to the limit up to which an industry will be considered small-scale, and beyond which it will be treated as large-scale?

Sardar Swaran Singh: Even with regard to that, you will kindly permit me to add this. The limit of Rs. 5 lakhs has now been relaxed and the Commerce and Industry Ministry are not insisting on taking out a licence even upto Rs. 10 lakhs or so. Similarly, in the case of electric furnaces and small rolling mills, I had the privilege to inform the hon. House some months ago that we have also taken a decision that small rolling mills, where the total expenditure is less than Rs. 5 lakhs and the number of people employed less than 50, will be permitted to be installed even without a licence. But I thought that the hon. Member's question was not so technical in the sense of non-insistence on a licence.

A small-scale industry is not easy to define. It is anything which is not very large and that also varies from sector to sector. For instance, in the case of a pig iron plant, a plant which produces about 15,000 tons a year may be regarded as a small-scale industry, but the investment in that will be of the order of about Rs. 60 or Rs. 70 lakhs as some hon. Members are aware. So it is not really easy to define, because there is no accepted definition as between small-scale and large-scale. We have got all these expressions—cottage industries, small-scale industries and large-scale industries.

Shri Damani: May I know whether any licence has been given to any private company for manufacturing special steel? If so, what is the name of the company, what is the quantity and by what time they will be able to start production?

Sardar Swaran Singh: The hon. Member has clubbed so many queries in one question. Recently, no licence has been given. They are still under examination. But, I think a year or so ago, licences were given to one or two companies for the manufacture of small quantities of special steel.

Shri Braj Raj Singh: Sir, may I request that Starred Question No. 931 be answered on the floor of the House?

Mr. Speaker: We have not yet finished supplementaries on this steel question.

Shri Mohammed Imam: Is it not a fact that the Mysore Iron and Steel Works, Bhadravati has submitted a scheme for the manufacture of special steel and ferrous alloys and other things and that it has been pending before Government for a long time for sanction? Is this proposal going to be overlooked in favour of Rourkela or Durgapur?

Sardar Swaran Singh: We are already in correspondence with the Government of Mysore and the Bhadravati Project authorities with regard to the establishment of a plant for special steel. The exact products to be manufactured and the exact size of the plant are matters about which discussions are taking place.

Shri S. M. Banerjee: I want to know whether the attention of the hon. Minister has been invited to the Press news which appeared on the 11th December, 1960 that Tata's proposal has been accepted to allow an alloy steel plant. I want to know what that proposal is and whether the plan has been accepted by Government which is being established in collaboration with an American firm.

Sardar Swaran Singh: That is only a proposal yet; and it has not been accepted. The news in the Press to the contrary is incorrect.

Shri Goray: A few days back the hon. Minister said that the private sector will be allowed to manufacture pig iron. Now, he is saying that the private sector will be allowed to have special steels also. Does it mean that a major change of industrial policy has taken place?

Sardar Swaran Singh: No, Sir There is no revision of the policy, what to talk of a major revision.

Shri S. M. Banerjee: In reply to parts (a) and (b), the hon. Minister said 'Yes'. I want to know whether any scheme has been formulated in consultation with the Defence Ministry to augment the scheme of producing special alloy steel in the Ordnance Factories. If so, what are the salient features of the scheme?

Sardar Swaran Singh: I would request the hon. Member to put that question to the Defence Ministry. It is a fact that there will be increase of capacity in the Ordnance Factories. It is not customary to give the details of the work that is undertaken in the Ordnance Factories.

Shri S. M. Banerjee: The question pertains to Ordnance Factories. I hope the hon. Minister might have some information from the other Ministry.

Mr. Speaker: Wherever more than one Ministry is involved, the question may, hereafter, be sent to both the Ministries so that instead of asking one Ministry to send it to the other Ministry, we shall ourselves do so. In such a case, both the hon. Ministers will be expected to be here to reply.

WRITTEN ANSWERS TO QUESTIONS

Parcels lying with Customs

*921. **Shri Ramji Verma:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that several parcels of the value of thousands of rupees have been lying in the Customs for clearance;

(b) what is the rate of clearance of postal parcels from the Customs per week;

(c) whether it will be possible for the Postal Appraising Section to cope up with the thousands of parcels that would be arriving in Bombay on the eve of Christmas; and

(d) whether Government have any proposal to meet the sifuation?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) At the beginning of November, 1960 about 24,700 post parcels and packets were pending for clearance in foreign post offices in India. The value of their contents is not readily ascertainable.

(b) About 13,000 post parcels and packets per week.

(c) and (d). Yes, Sir. To cope with the anticipated rush 5 additional assessing officers have been posted from the first week of November, 1960 to the Bombay Postal Appraising Section.

Drilling Equipment

*927. **Shri M. R. Krishna**: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether any progress has been made in the direction of the production of equipment needed for the Oil and Natural Gas Commission of India in the Ordnance Factories; and

(b) whether pumping sets and small drills have been manufactured in the Ordnance Factories?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir. Negotiations are being carried out in this behalf.

(b) No, Sir. The Director General of Ordnance Factories has, however, agreed to manufacture certain spare parts for pumps and drilling equipment in the Ordnance Factories.

Small Scale Industries

*928. **Shri Ajit Singh Sarhadi**: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that the quota of import of steel items for Small Scale Industries has been reduced to 12 per cent., while in the case of large scale industries borne in the list of development wing, no such restriction has been imposed; and

(b) if so, the reason therefor?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). There is no fixed import quota of steel either for small scale industries or for large scale industries borne on the list of Development Wing. Import licences are issued to actual users on *ad hoc* basis every six months, depending on the availability of foreign exchange and supply position from indigenous sources. On account of stringency of foreign exchange, it has not been possible to meet the full demands of either large scale industries on the Development Wing's list or of the small scale industries recommended by the Direcetors of Industries of the State Governments.

Civil Engineering Department, Rourkela

*930. **Pandit D. N. Tiwari**: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that civil Engineering Department at Rourkela is not functioning properly due to the physical incapacity of the Surveyor and Chief Engineer;

(b) whether it is a fact that both these officials can hardly make tour of the township due to ailments of permanent nature; and

(c) if so, the steps taken to ensure proper functioning of the Department?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

लाहौल और स्पिती का भूतत्वीय सर्वेक्षण

*९३१. **डा० राम सुभग सिंह :** क्या इस्पात, खान और इंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार लाहौल और स्पिती का भूतत्वीय सर्वेक्षण कराने का विचार कर रही है ; और

(ख) यदि हां, तो यह कार्य कब आरम्भ होगा ?

खान और तेल मंत्री (श्री के० डे० मालवीय) : (क) तथा (ख). अब तक कुछ कार्य किया गया है और यह विचार है कि इसे जारी रखा जाये ।

सेना में अफसर

*९३२. **श्री नवल प्रभाकर :** क्या प्रतिरक्षा मंत्री यह बतानेकी कृपा करेंगे कि क्या सरकार का प्रादेशिक सेना के ऐसे अफसरों को, जो प्रादेशिक सेना में नियमित अफसरों की भांति काम कर रहे हैं, स्थायी कमीशन देने का विचार है ?

प्रतिरक्षा उपमंत्री (श्री रघुरामैया) : एक सुझाव विचाराधीन है, कि प्रादेशिक सेना के अफसरों को भारतीय सैनिक अकादमी में प्रविष्टि की आज्ञा दी जाये, कि उस के अनन्तर उन्हें नियमित रूप से स्थायी कमीशन दी जा सके ।

National Institute for Women's Education

*933. **Shri Tangamani:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that Government propose to set up a National Institute for Women's Education;

(b) if so, the details of the same; and

(c) the suggestions of the Indian National Council for Women's Education in this regard?

The Minister of Education (Shri K. L. Shrimali): (a) to (c). A statement is laid on the table of the House.

STATEMENT

The National Council for Women's Education has suggested the establishment of National Institutions for training women to positions of high level leadership and responsibility in various walks of life. A Special Committee has been appointed by the Council to work-out the details of the proposal. The suggestions will be considered by the Government when the full details of the proposal have been received.

Nagarjunakonda Relics

*934. **Shri H. N. Mukerjee:**
Shri Tangamani:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) what has been the progress so far in regard to the removal to a hill top of the varied relics found in Nagarjunakonda;

(b) whether any special steps are being taken over the preservation intact of such relics as the amphitheatre and the flight of steps on the river bank; and

(c) whether the proposed museum on the hill top and its precincts would have enough space to house the remains?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Out of the ten monuments selected for transplantation, the work on five has already been completed, and the work on another one is nearing completion. The work on the remaining four has been taken in hand.

(b) and (c). Yes. The Museum will house all portable antiquities except two, namely (1) University site and (2) Auditorium. These two will be transplanted on a selected site by the side of the road from Nagarjunakonda to Macherla.

I.A.F. Crew under Naga Custody

*935. **Shrimati Mafida Ahmed:**
Shri Ram Krishan Gupta:

Will the Minister of **Defence** be pleased to state:

(a) whether Government's attention has been drawn to the news published in the 'Hindustan Times' dated the 1st December, 1960 that the four Indian Air Force personnel detained as hostages by Naga hostiles have been sentenced for imprisonment of three months at a secret trial in Naga Hills Tuensang Area recently; and

(b) if so, the facts and reaction of Government thereao?

The Deputy Minister of Defence (Sardar Majithia): (a) and (b). Yes, Sir; but Government have no reliable information in this regard.

Overseas Scholarships for Scheduled Castes, Scheduled Tribes and other Backward Classes

*936. **Shri B. K. Gaikwad:** Will the Minister of **Education** be pleased to state the number of students belonging to Scheduled Castes, Scheduled Tribes and other Backward Classes selected and sent to foreign countries for receiving higher education during 1958-59, 1959-60 and 1960-61 so far?

The Minister of Education (Dr. K. L. Shrimali): A statement is laid on the Table of the House..

STATEMENT

The number of Backward Classes students selected under the Government of India scheme of Overseas Scholarship to Scheduled Castes, Scheduled Tribes and Other Backward Classes and sent to foreign countries for receiving higher education in respect of the year 1958-59, 1959-60 and 1960-61, is given below—

Year	Number of students selected			Number of students sent abroad		
	Scheduled Castes	Scheduled Tribes	Other Backward Classes	Scheduled Castes	Scheduled Tribes	Other bac ward Classes
1958-59	4	4	4	2	2	3
1959-60	Nil	Nil	Nil	Nil	Nil	Nil
1960-61 (so far)	[under consideration]					

Use of I.A.F. Plane by Home Minister

*937. **Shri Braj Raj Singh:** Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that the Minister of Home Affairs flew to Lucknow from Delhi on 29th November, 1960 by the President's plane or by an aircraft of the Indian Air Force in the capacity of a representative of the Congress High Command;

(b) if so, whether any fare has been paid by the Minister or the Congress Party and the number of persons for whom the fare has been paid;

(c) the period for which the said aircraft was detained in Lucknow;

(d) whether the use of an aircraft of the Indian Air Force or the President's plane by other citizens of the country is also permissible; and

(e) if so, the various occasions on which and the persons by whom these aircrafts have been used so far?

The Deputy Minister of Defence (Sardar Majithia): (a) The Minister of Home Affairs flew from Delhi to Lucknow on 29th November, 1960 by an aircraft of the Indian Air Force. The visit to Lucknow was not in the

capacity of a representative of the Congress High Command.

(b) The Minister of Home Affairs has paid the fare for himself and three other non-entitled persons.

(c) The aircraft returned to Delhi on the same day after deplaning the Minister of Home Affairs at Lucknow.

(d) Yes, Sir; when this is in public interest or is considered desirable for reasons of State.

(e) The information desired is not readily available.

There are certain rules for the use of Indian Air Force aircraft by Ministers, and more especially by the Prime Minister and Home Minister.

Airlifts are also provided for errands of mercy and for relief and reconnaissance during natural calamities, etc.

Free and Compulsory Primary Education

*938. **Shri Ram Krishan Gupta:**
Shri Radha Raman:
Shri Shree Narayan Das:

Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 615 on the 20th August, 1960 and state:

(a) the nature of steps taken or proposed to be taken for making universal free and compulsory education for all children upto the age of eleven; and

(b) the progress made in this regard.

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). A statement is laid on the table of the House.

STATEMENT

The target fixed for the third Five Year Plan is the enrolment of 80 per cent of children in the age group of 6—11. The following steps have been taken to achieve this target so far:—

(i) An Educational Survey of the country has been carried out to decide the location of new primary schools with a view to providing a school within easy walking distance from the home of every child;

(ii) During 1959-60 and 1960-61 grants have been given to State Governments to establish teacher training institutions for increasing the output of trained primary teachers;

(iii) Preliminary measures have also been taken to increase the enrolment of girls during the third Five Year Plan; and

(iv) A model legislation for compulsory primary education was drafted and has been circulated to all the States as basis for revising the law relating to compulsory primary education. The States of Andhra Pradesh and Punjab have already introduced Compulsory primary Education Bills on the lines of the model Act in their Legislatures, while the Governments of Assam and Mysore are contemplating to revise their existing laws in the light of the model Act.

All the State Governments and Union Territories have finalised their plans for the expansion of education for children in the age-group of 6—11. In the advanced States, the target to be reached is 90 per cent of all children, both boys and girls. In the backward States, the target is 90 per cent enrolment for boys and 50 per cent enrolment for girls.

The implpementation of these plans will begin in April 1961.

National Physical Efficiency Drive

*939. **Shri R. C. Majhi:**
Shri Subodh Hansda:

Will the Minister of **Education** be pleased to state:

(a) whether the film on the National Physical Efficiency Drive has been prepared; and

(b) the total cost that is incurred in preparing the film?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). No, Sir. The film is at the script stage. It is expected to cost about Rs. 11,600.

Fertiliser Plant at Neyveli

*940. **Shri Morarka:** Will the Minister of **Steel, Mines and Fuel** be pleased to state the progress made so far in the setting up of a fertiliser plant at Neyveli?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Civil works for the installation of the plant and foundations for different gas holders are in progress.

Earth work, such as levelling of the land and construction of embankment, for the branch railway siding has been completed. Railways will now commence the laying of the railway track and other appurtenant work.

The first consignment of plant and machinery is expected to be received at Madras Harbour by January, 1961.

Sibpore Botanical Gardens, Calcutta

*941. **Shri Rameshwar Tantia:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Unstarred Question No. 230 on the 3rd August, 1960 and state:

(a) whether Government have since taken a final decision on the proposal of taking over of Sibpore Botanical Gardens by the Centre; and

(b) if so, the details thereof?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) and (b). The Government of West Bengal are not yet agreeable to the proposal.

लद्दाख का खनिज सर्वेक्षण

*९४२. **डा० राम सुभग सिंह :** क्या इस्पात, खान और ईंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या एक सर्वेक्षण दल ने लद्दाख (जम्मू और काश्मीर) का भूतत्वीय सर्वेक्षण करने के लिये लेह का दौरा किया है ;

(ख) यदि हां, तो क्या उक्त दल अब भी लद्दाख में काम कर रहा है ; और

(ग) क्या वहां अब तक किये गये कार्य के बारे में कोई रिपोर्ट प्राप्त हुई है ?

खान और तेल मंत्री (श्री के० डे० मालवीय) : (क) और (ग). १९५५, १९५६, १९५७, १९५८, और १९५९ वर्षों के दौरान में भारतीय भूगर्भीय सर्वेक्षण विभाग के दलों (parties) ने लद्दाख का दौरा किया है । इस दौरे के परिणामस्वरूप निम्नलिखित रिपोर्टें प्राप्त हुई हैं:—

(१) १९५५ के गर्मी के मौसम में जम्मू तथा काश्मीर राज्य के जिला लद्दाख के भागों की भौमिकी (geology) का नोट (note) ।

(२) सिन्धु वादी और लद्दाख में जास्कर पर्वतावली के दक्षिण-पश्चिम में की गई भूगर्भीय सारेक्षण (geological traverse) की रिपोर्ट ।

(३) जम्मू तथा काश्मीर राज्य के ज़िला लद्दाख के कराकोरम प्रदेश के भौमिकी की रिपोर्ट ; जिसका सासेर कांगड़ी अभियान के दौरान में अन्वेषण किया गया था ।

(४) लेह (लद्दाख) से लेकर मनाली (पंजाब) तक के भूगर्भीय सारेक्षण की रिपोर्ट ।

(५) जम्मू तथा काश्मीर राज्य के ज़िला लद्दाख के कराकोरम प्रदेश के कुछ ग्लेशियरों (glaciers) की रिपोर्ट ।

(ख) लद्दाख में अब कोई दल काम नहीं कर रहा है । ऋतु की प्रतिकूल स्थितियों के कारण भौमिकी विज्ञों (geologists) के लिये इस मौसम में वहां पर काम करना सम्भव नहीं है ।

Post-Graduate Degrees

***943. Shri Ram Krishan Gupta:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that Shri C. D. Deshmukh, Chairman, University Grants Commission has suggested an amendment of University regulations to permit students passing the M.A. and M.Sc. examinations in the third Division to re-appear in the examinations to improve their class; and

(b) if so, the nature of action taken thereon?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir, the suggestion in question was made at the Fourth Convocation of the Jabalpur University on the 16th November, 1960.

(b) The suggestion is likely to be considered by the University Grants Commission at its next meeting.

ईसाई मिशनों की शिक्षा संस्थायें

१८३७. श्री प्रकाश वीर शास्त्री : क्या **शिक्षा** मंत्री यह बताने की कृपा करेंगे कि :

(क) संघ राज्य-क्षेत्रों में (क्षेत्र-वार) ईसाई-मिशनों द्वारा संचालित शिक्षण संस्थाओं को १९५९–६० में सहायता के तौर पर कितना धन दिया गया ;

(ख) क्या यह सच है कि इन शिक्षा संस्थाओं में बाइबिल की शिक्षा और ईसाई धर्म के सिद्धांतों का अनिवार्य रूप से ज्ञान

(ग) क्या यह भी सच है कि इन स्कूलों में अधिकांश छात्रवृत्तियां भी ईसाई बच्चों को ही दी जाती हैं ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली): (क) संघ राज्य-क्षेत्रों में ईसाई मिशनों द्वारा संचालित शिक्षण संस्थाओं को १९५९–१९६० में निम्नलिखित आर्थिक सहायता दी गयी :

	रु०
(१) दिल्ली . .	३,३३,७४१
(२) त्रिपुरा .	७६०
(३) हिमाचल प्रदेश	५,३९८
(४) मणिपुर . .	कुछ नहीं
(५) अंडमान और निकोवार द्वीप समूह .	कुछ नहीं
(६) लक्कादीव, मिनिकोय और अमीनदीवी द्वीपसमूह .	कुछ नहीं

(ख) ये स्कूल धार्मिक शिक्षा अवश्य देते हैं लेकिन ऐसी शिक्षा उन्हीं विद्यार्थियों को दी जाती है जो उसको लेना चाहे । यदि किसी छात्र के माता पिता या संरक्षक पहले से ही स्कूल अधिकारियों को अपनी यह इच्छा बतला दें कि उनके बच्चे को धार्मिक शिक्षा की कक्षा में उपस्थित होने के लिये या किसी धार्मिक कर्म में भाग लेने के लिये न कहा जाये तो अनुदान के नियमों के अनुसार उस बच्चे को ऐसा करने के लिये बाध्य नहीं किया जा सकता । यदि कोई छात्र धार्मिक शिक्षा न ले या धार्मिक कार्यक्रम में भाग न ले तो उसे इस कारण कोई हानि नहीं उठानी पड़ती ।

(ग) ईशाई मिशन स्कूल निर्धन ईसाई विद्यार्थियों को कुछ आर्थिक सहायता देते हैं, लेकिन जहां तक सरकारी छात्रवृत्तियों का सम्बन्ध है, वे केवल योग्यता के आधार पर ही दी जाती है ।

Playgrounds for Students in Madhya Pradesh

1838. Shri Pangarkar: Will the Minister of **Education** be pleased to state:

(a) whether any amount has been sanctioned by the Central Government to Madhya Pradesh for providing playgrounds in schools and colleges during 1959-60 and 1960-61 so far; and

(b) if so, the names of schools and colleges benefited by it?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

1959-60	Rs. 40,000
1960-61	Rs. 76,000

(b) 1959-60—

1. Government High School, Rajpur.
2. Government Higher Secondary School, Khargeon.
3. Government High School, Udaipura.
4. Government High School, Shahganj.
5. R. D. Tivari Higher Secondary School, Raipur.
6. Mahabir Higher Secondary School, Raipur.

1960-61—

Information is still awaited from the State Government.

Labour and Social Service Camps in Madhya Pradesh

1839. Shri Pangarkar: Will the Minister of **Education** be pleased to state:

(a) the number of labour and social service camps conducted by various Social Organisations in Madhya Pradesh with Central Government grant during 1959-60 and 1960-61 so far;

(b) the achievements during these periods?

The Minister of Education (Dr. K. L. Shrimali): (a)—

1959-60	1960-61 (April to November, 1960)
327 Camps	103 Camps.

(b) Apart from giving an opportunity to students and young people to get into touch with village communities and imbibe a sense of the dignity of manual labour, the camps enabled them to offer 'Shramdan'. A number of small works were executed by the campers *e.g.*, repair and construction of approach roads; levelling of play-grounds; digging of compost pits, soak pits, drains, latrines and pits for planting of trees; repair and digging of village tanks; repair and digging of wells; construction of village platforms; cleaning, white-washing and repair to school buildings and Panchayat Ghars. The campers also rendered unskilled labour in the construction of school buildings and community halls and participated in sanitation drives in certain villages. The girl campers performed environmental service *i.e.*, home sanitation, child care, disinfection of wells; cleaning, of village streets and drains etc.

Engineering College in Delhi

1840. { Shri Balmiki: / Shri Venkatasubbaiah:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether a case of acquisition of land by the Ministry of Scientific Research and Cultural Affairs for the expansion of Delhi Engineering College is being dealt with by the Land Acquisition Collector, Delhi;

(b) if so, the time that will be taken to finalize the deal; and

(c) the nature of compensation to be paid to the land-owners?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir.

(b) It is not possible to state with any degree of precision the time that will be taken to go through all the stages leading to the giving of compensation to the land owners. The compensation is fixed by the Land Acquisition Collector after taking into account a number of factors which involve collection of considerable data.

(c) Cash payment.

Ex-Servicemen in Punjab

1841. Shri Hem Raj: Will the Minister of **Defence** be pleased to state:

(a) the number of ex-servicemen as on 30th November, 1960 District-wise in Punjab State;

(b) the number of those who went on pension before 1953 and those who were pensioned after 1953; and

(c) the number of those who have been gainfully employed till November, 1960?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) to (c). According to the information available with Government, 15,974 ex-servicemen obtained employment in Government service during the period from May 1951 to September 1960 in the Punjab State. No other information desired by the Honourable Member is available.

Accident in Firing Range

1842. Shri Hem Raj: Will the Minister of **Defence** be pleased to refer to the reply given to Unstarred Question No. 1168 on the 20th August, 1960 and state:

(a) whether the compensation amount of accident case of 14th February, 1957 in the Tanda Range has been finalised; and

(b) if so, what is the amount and whether it has been paid?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) Yes, Sir.

(b) A sum of Rs. 810/- has been paid to the father of the deceased as compensation.

Assistance to Municipal Scavengers During 1960-61

1843. Shri Sarju Pandey: Will the Minister of **Home Affairs** be pleased to state:

(a) whether any assistance has been given to the State of Uttar Pradesh during 1960-61 for providing amenities to the municipal scavengers; and

(b) if so, how much?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) None from the provision for the welfare of backward classes.

(b) Does not arise.

Repairs of Monuments in U.P.

1844. Shri Sarju Pandey: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) the total amount allotted for the maintenance and special repairs of each of the protected monuments in Ghazipur, Lucknow, Fatehpur and Agra districts of Uttar Pradesh for 1959-60; and

(b) whether the amount allotted for 1958-59 for the above purpose was fully spent?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Time and labour required for collecting the information is not commensurate with the results thereof.

(b) Yes, Sir.

Exchange of Scholars between India and U.S.A.

1845. Shri Sarju Pandey: Will the Minister of **Education** be pleased be state:

(a) the names of Indian scholars sent to the United States of America since the scheme for exchange of

scholars between India and the U.S.A. came into existence; and

(b) the names of those who have come back?

The Minister of Education (Dr. K. L. Shrimali): The information is being collected and will be laid on the Table of the Lok Sabha in due course.

Pig Iron allotted to U.P.

1846. Shri Sarju Pandey: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the total quantity of pig iron allotted to Uttar Pradesh during 1959-60; and

(b) the quantity actually supplied during the above period?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Allotments of pig iron were made according to calender year upto June 1959. From 1-7-1959 quota system of allotment was abolished and consumers were allowed to indent without quota certificate or authorisation. The quantity allotted during the period January-June 1959 was 24,719 tons. During the period July 1959 to March 1960 the total quantity of indents received was 27,616 tons.

(b) About 60,000 tons.

Education of the Handicapped in U.P.

1847. Shri Sarju Pandey: Will the Minister of **Education** be pleased to state:

(a) whether any amount has been given to the Government of Uttar Pradesh during the Second Five Year Plan period so far for education, training and employment of the handicapped in Uttar Pradesh; and

(b) if so, the amount given year-wise?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). A sum of Rs. 38,500 has been paid to the Uttar Pradesh Government for implementation of their schemes 'Institution for the Deaf and Dumb, Agra' and 'Institution for the Blind, Gorakhpur' during 1956-58. Information for the remaining years of the Second Plan is not available as according to the revised procedure grants are being sanctioned under four broad groups of schemes *viz.* Elementary Education, Secondary Education, University Education and 'other Educational Schemes'.

Ex-Servicemen's Colonies in Uttar Pradesh

1848. Shri Sarju Pandey: Will the Minister of **Defence** be pleased to state:

(a) the number of colonies established so far in Uttar Pradesh for the ex-servicemen of Uttar Pradesh; and

(b) the number of colony-inmates at present?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) Two colonies, Afzalgarh and Manunagar, have so far been established in Uttar Pradesh by the Ministry of Defence in collaboration with the State Government for resettling ex-Servicemen of Uttar Pradesh and Punjab.

(b) 1,006, including 621 from Uttar Pradesh and 385 from Punjab.

Coal Supply to Uttar Pradesh

1849. Shri Sarju Pandey: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the demand of coal by U.P. Government during 1959-60; and

(b) the extent to which the demand was met and the arrangements made by Government to provide more coal to U.P. for bricks industry?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). The accepted quota and despat-

ches (in wagons) for the financial year 1959-60 are given below:

	Quota	Dspatches
Domestic use and small scale industries	15,000	10,543
Brick burning industry	39,900	37,524
Other industries	35,399	23,225

To meet the specific and urgent requirements of brick burning coal, *ad-hoc* sanctions were issued and the movement was arranged on a preferential basis.

Geological Survey of Uttar Pradesh

1850. Shri Sarju Pandey: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the regions in Uttar Pradesh which were surveyed in 1959-60 by the Geological Survey of India; and

(b) with what results?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). Regions surveyed in 1959-60 by the Geological Survey of India in Uttar Pradesh are part of Banda, Jhansi, Orai, Chamoli Pithorgarh, Almora, Tehri and Pauri, Garhwal, Nainital, Dehradun, Mirzapur, Azamgarh, Balia, Allahabad, Sultanpur, Jaunpur, Gazipur, Gorakhpur, Agra, Mathura and Muradabad districts. The findings are summarised below:

Mapping of an area of about 388 sq. kilometres was done on 1:63,360 scale in Karwi tahsil, Banda district. This work revealed the existence of abundant building material, road metal and railway ballast and large amount of limestone, which can be used for lime burning purposes.

In Chamoli district mapping was carried out over an area of 207 sq. kilometres on 1:63360 scale. Occurrence of magnesite was recorded near Pukhani.

About 95,318 sq. metres on 1:3600 scale was mapped in Mirzapur district.

For lead and copper detailed mapping, trenching, piting and cleaning of adits was done in Agar-Barabesi, Rain-Agar, Shishkhani-Balaldeo area of Almora, Chamoli and Pithorgarh districts. About 2700 samples for geochemical analyses were collected. As a result of the detailed work carried out, it is found that mineralisation in this area is poor and sporadic except in Shishkhani-Balaldeo area. Work is in progress for the final assessment of the reserves in these two areas.

Investigation of the magnesite and talc occurrences were carried out along with the investigations for copper and lead, and fairly large deposits were noted in Dewalthal, Rain-Agar and Shishkhani-Balaldeo areas.

Investigation for soap stones (pyrophyllite) was carried out in Lalitpur sub-division of Jhansi district. Provisionally reserves have been estimated at about 71.12 metric tons.

Groundwater investigations carried out in Terai colonisation area, Nanital district, revealed that artisan conditions are encountered between 60·96 and 76·2 metres from surface.

Detailed investigations were carried out over an area of 395 sq. kilometres in Dehra Dun district for collecting geohydrological data in the area.

Bridge site for Marchula was examined and a site was recommended. Dam site investigation for Ramganga, Poornagiri, Chalti, Kalsi, and Rihand were carried out.

बनारस हिन्दू विश्वविद्यालय द्वारा जमींदारी उन्मूलन प्रतिकर बन्ध-पत्रों की खरीद

१८५१. श्री खुशवक्त राय : क्या शिक्षा मंत्री १६ नवम्बर, १९६० के तारांकित प्रश्न संख्या १५३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या बनारस हिन्दू विश्वविद्यालय द्वारा उत्तर प्रदेश जमींदारी उन्मूलन

प्रतिकर बांडों (बन्धपत्रों) के खरीद के बारे में न्यायाधीश देशाई द्वारा की गई जांच की रिपोर्ट की प्रतियां प्राप्त हो गई हैं; और

(ख) यदि हां, तो क्या रिपोर्ट की एक प्रति सभा-पटल पर रखी जायेगी ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली): (क) जी, हां ।

(ख) लोक सभा-पटल पर रखने के लिये रिपोर्ट की प्रतियां अपेक्षित संख्या में संसद् कार्य विभाग के पास ९ दिसम्बर १९६० को भेज दी गई हैं ।

Naval Training

1852. **Shri D. C. Sharma:** Will the Minister of **Defence** be pleased to state:

(a) the number of Indians sent abroad for Naval training during 1960-61 so far; and

(b) the names of the countries where they were sent?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) Thirty-one.

(b) United Kingdom.

Small Savings Scheme in Punjab

1853. **Shri D. C. Sharma:** Will the Minister of **Finance** be pleased to state the total amount collected under the Small Savings Scheme during 1959-60 in Gurdaspur District in particular and in Punjab in general?

The Minister of Finance (Shri Morarji Desai): The information required is given below:—

Approximate net collections during 1959-60

	Rs. in thousands
Gurdaspur District.	28,78
Punjab State	758,91

Recreation Centres in Government Colonies

1854. **Shri D. C. Sharma:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether any recreation centres have been set up in Government Colonies in Delhi;

(b) if so, their number and places where they have been opened;

(c) the total amount of money spent on them so far; and

(d) if not, the reasons for delay?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c). One recreation hall each has been sanctioned for the following nine colonies at a total cost of Rs. 2,64,900.

1. Chanakyapuri.
2. Moti Bagh-I.
3. Laxmibai Nagar.
4. Pandara Road.
5. Bharati Nagar.
6. Rabindra Nagar.
7. Kasturba Nagar.
8. Lodi Colony.
9. Moti Bagh-II.

Of these, the hall in Chanakyapuri has already been completed and the rest are under construction. It is also proposed to construct one hall each in Srinivaspuri, Blocks No. 80, 85, 85A at Punchkuian Road and Block No. 90 in Raja Bazar, at an estimated cost of Rs. 49,440.

(d) Does not arise.

Chinese Students in India

1855. **Shri D. C. Sharma:** Will the Minister of **Education** be pleased to state the number of Chinese students studying in India at present?

The Minister of Education (Dr. K. L. Shrimali): Ten, Sir.

Indian Students Abroad

1856. **Shri D. C. Sharma:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) the number of Indian students doing scientific research at present in foreign countries under scholarship schemes administered by his Ministry; and

(b) the names of the countries which have given facilities to Indian students for scientific research?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) The number of Indian students—meaning those who had completed their studies in India but were not employed before they left—who are at present doing scientific research in foreign countries under scholarship schemes administered by this Ministry is 55.

(b) East Germany, France, the United Kingdom, the United States of America and West Germany.

Rest House for Tibetans in New Delhi

1857. **Shri Ram Krishan Gupta:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state the nature of progress made so far in planning of the construction of the double-storeyed rest house for Tibetans at Bela Road in New Delhi?

The Depuy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): The extent of progress is as follows:

(i) 75 per cent of the work on the construction of the 16 living rooms (8 in the ground floor and 8 in the first floor), Library, Reading room with lavatories and kitchen has been finished.

(ii) 80 per cent of the work on foundations and the plinth of Sabha Mandap, 20 living rooms, 10 in the ground floor and 10 in the 1st floor, two halls for the Sarai with necessary lavatories and kitchen has been finished.

(iii) Tenders have been received for the construction of the superstructure of portion of the building at (ii) above. These are under scrutiny.

(iv) The work on sanitary installations has also been taken up.

Kidnapping of Boys and Girls in Delhi

1858. **Shri Ram Krishan Gupta:** Will the Minister of **Home Affairs** be pleased to state:

(a) the number of boys and girls kidnapped in Delhi during the last six months; and

(b) the nature of steps taken or proposed to be taken to check kidnapping?

The Minister of Home Affairs (Shri G. B. Pant): (a) 11 boys and 65 girls were reported to have been kidnapped from June to November, 1960. Of them 9 boys and 56 girls have been recovered.

(b) The Police maintain vigilance and a special squad has also been organised in the Delhi Police to promptly handle and investigate all reports of kidnapping.

छावनी अधिनियम में संशोधन

१८५६. **श्री भक्त दर्शन :**
श्री दी० चं० शर्मा :

क्या प्रतिरक्षा मंत्री ८ अगस्त, १९६० के अतारांकित प्रश्न संख्या ३६९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) छावनी अधिनियम में संशोधन करने के बारे में अब तक क्या प्रगति हुई है ; और

(ख) संशोधन करने वाला विधेयक संसद् के समक्ष कब तक प्रस्तुत कर दिये जाने की संम्भावना है ?

प्रतिरक्षा उपमंत्री (सरदार मजीठिया): (क) १९५ से २४३ अनुभागों से सम्बन्धित

संशोधनों का निरीक्षण सम्पूर्ण हो चुका है ।

(ख) इस समय यह बतलाना संभव नहीं है, कि विधेयक संसद में कब प्रस्तुत किया जायेगा ।

Assistance under Colombo Plan

1860. Shri P. G. Deb: Will the Minister of **Finance** be pleased to refer to the reply given to Unstarred Question No. 2533 on the 9th September, 1960 and state:

(a) the amount spent so far on each of the projects; and

(b) the amount spent on the Private Sector Industries?

The Minister of Finance (Shri Morarji Desai): (a) and (b). A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 52].

Taxes from Kanpur Mill-Owners

1861. Shri S. M. Banerjee: Will the Minister of **Finance** be pleased to state:

(a) whether arrears of Income Tax, Wealth Tax and Gift Tax in Kanpur have since been realised from the Mill-owners;

(b) if not, the amount still outstanding as on the 1st October, 1960; and

(c) the amount realised upto the 1st October, 1960?

The Minister of Finance (Shri Morarji Desai): (a) The entire arrears have not yet been realised from the Kanpur Mill-owners.

(b) The amount still outstanding as on the 1st October, 1960 is Rs. 3.13 lakhs.

(c) The outstanding demand has been reduced by Rs. 1.67 lakhs.

पाकिस्तान को भेजा गया धन

१८६२. श्री प्रकाश वीर शास्त्री : क्या वित्त मंत्री २९ अगस्त, १९६० के अतारांकित प्रश्न संख्या १६४४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या कासिम अली एंड कम्पनी, बन्दर स्ट्रीट, मद्रास के मालिक कासिम अली द्वारा पाकिस्तान को भेजे गये धन की जांच का कार्य पूर्ण हो गया है ;

(ख) यदि हां, तो भेजे गये कितने धन का अब तक पता लगा है ; और

(ग) क्या इस धन को पाकिस्तान भेजने में किसी भारतीय अधिकारी अथवा कम्पनी का भी हाथ है ?

वित्त मंत्री (श्री मोरारजी देसाई) : (क) जी नहीं । जांच का काम अभी जारी है ।

(ख) और (ग). अब तक की जांच से पैसे भेजने के बारे में कोई पक्की बात नहीं मालूम हो सकी है ।

Films on Great Men

1863. { Shri R. C. Majhi:
{ Shri Subodh Hansda:

Will the Minister of **Education** be pleased to state:

(a) whether the information has been supplied to the UNESCO bby his Ministry pertaining to films made on great men, distinguished in education, science and culture; and

(b) if so, the total number of such films supplied so far?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) None, Sir.

Resident Director of H.S.L. at Rourkela

1864. **Shri Morarka:**
Shri Amjad Ali:
Shri Punnoose:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether the Resident Director of Hindustan Steel Ltd. at Rourkela has resigned;

(b) if so, the reasons for his resignation; and

(c) whether the Government has accepted the same?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c). The Resident Director, Rourkela, desired to leave the service of Hindustan Steel for personal reasons and did so by giving the required notice under the terms of his contract of employment. The Government have accepted his resignation.

Employment of Adivasis

1865. Shri P. K. Deo: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it was decided by Government that for filing posts carrying less than Rs. 500 p.m. in two corporations of Government of India in Chhotanagpur i.e. National Coal Development Corporation and Hindustan Steel, preference will be given to those Adivasis who have lost their land due to these projects; and

(b) if so, in how many of such posts the local Adivasis were employed?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The policy of the Government is to offer suitable jobs to the extent possible to persons (including Adivasis) displaced from land acquired for the purpose of the activities of both the undertakings.

(b) Information is not readily available.

Newspapers Representation in Delhi

1866. **Shri B. C. Mullick:**
Shri Punnoose:
Shri Sadhan Gupta:
Shri Harish Chandra Mathur:
Shri L. Achaw Singh:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that on the 28th September, 1960 one representative of a newspaper in Delhi was threatened by unknown persons in the Court Room of Tis Hazari Courts in Delhi;

(b) whether it is a fact that the policemen on duty when requested for help refused to help the representative of the paper; and

(c) what steps have been taken by Government to stop such incidents in the Court Rooms and give protection to those who require?

The Minister of Home Affffairs (Shri G. B. Pant): (a) It is alleged that someone cast an angry glance on a press reporter in the court of the Additional Sessions Judge, Delhi, on the 28th September, 1960, while the reporter was taking down notes of certain cases.

(b) No.

(c) The police are maintaining strict vigilance and officers in plain clothes have also been placed on duty to ensure that orderliness is maintained in the court precincts.

Expedition to Mount Nandaghunti

1867. Shri P. K. Deo: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether there was an expedition to Mount Nandaghunti this year;

(b) who were in the expedition;

(c) the result of the expedition;

(d) whether the mountaineering equipments used by them were of indigenous make; and

(e) if not, which were imported ones?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) It is learnt that an expedition to Mount Nanda Ghunti was sponsored this year by the Ananda Bazar Patrika Private Ltd., Calcutta.

(b) The expedition was led by one Sri Sukumar Roy, a school teacher and consisted of 16 members in all, as follows:—

Seven regular members, seven Sherpas and two Journalists (who were a reporter and a photographer of the Ananda Bazar Patrika).

(c) It has been reported by the sponsors that leader Sri Sukumar Roy and another Dilip Banerjee with four Sherpas climbed the Peak (20,700 ft.) on October 22nd, 1960.

(d) and (e). It has been reported by the sponsors that the equipments used were mostly foreign and purchased second-hand and third-hand. Some minor equipment are, however, reported to have been manufactured locally.

Flying Cycle

1868. Shri Ramehwar Tantia: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Starred Question No. 617 on the 20th August, 1960 and state whether Shri R. A. Prasar has since submitted a suitable scheme to the Council of Scientific and Industrial Research for developing a flying cycle?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): No, Sir.

दिल्ली के स्कूलों के बारे में कृपलानी समिति

१८७०. **श्री प्रकाश वीर शास्त्री** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने दिल्ली के सरकारी सहायता-प्राप्त गैर-सरकारी स्कूलों के बारे में कृपलानी समिति की सिफारिशों को स्वीकार कर लिया है ;

(ख) यदि हां, तो उसके फलस्वरूप शिक्षकों और स्कूलों की स्थिति में क्या परिवर्तन किये गये हैं ; और

(ग) ये सिफारिशें कब से लागू की जायेंगी ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली): (क) से (ग). सरकारी सहायता-प्राप्त गैर-सरकारी स्कूलों के लिये जांच समिति (जो श्रीमती सुचेता कृपलानी की अध्यक्षता में नियुक्त हुई थी) की रिपोर्ट में दी गई सिफारिशों में से कुछ पर सरकार द्वारा किये गये निर्णयों का विवरण ७ अप्रैल, १९५९ को अतारांकित प्रश्न संख्या २७०८ के उत्तर में लोक-सभा पटल पर रख दिया गया था । समिति की वित्तीय सम्बन्धित बाकी सिफारिशों पर किये गये सरकारी निर्णयों का एक और विवरण लोक-सभा पटल पर रख दिया गया है । [देखिये परिशिष्ट ३, अनुबन्ध संख्या ५३] शिक्षकों और स्कूलों की स्थिति में किये गये परिवर्तनों का उल्लेख उपरोक्त विवरणों में दिया हुआ है । पहले विवरण मे दिये गये निर्णय २ अप्रैल, १९५९ से लागू किये गये । दूसरे विवरण में दिये गये निर्णयों को लागू करने की तारीख विवरण के तीसरे स्तम्भ (कालम) में दी हुई है ।

Rules Re: Postings of Employees

1871. { **Shri Indrajit Gupta:**
Shrimati Renu Chakravartty:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether there are any rules guiding the posting of husband and wife, both government servants, in the same place; and

(b) whether any special consideration is given to such cases?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No.

(b) Each case is decided on merits by the competent authorities, keeping in view the administrative requirements.

Employment of Skilled Workers at Durgapur

1872. **Shri Subiman Ghose:** Will the Minister of **Defence** be pleased to state:

(a) whether there is any proposal to employ skilled workers retrenched by the Contractor Firms working at Durgapur in the defence department;

(b) if so, what are the expected and approximate workers to be employed; and

(c) when some rules will be relaxed by the department for the said purpose, if necessary?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

Defence Factories

1873. **Shri Yadav Narayan Jadhav:** Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that Defence factories are not having sufficient work and they are running only one shift;

(b) whether it is also a fact that there have been large demands from the personnel manning the northern border; and

(c) if so, what arrangements have been made to meet the demand of the personnel manning the northern border?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) The Ordnance Factories are primarily meant to meet Services requirements both in peace and in an emergency. In normal times load on armament manufacturing plant will be undoubtedly lower. There is, however, a great deal of general purpose plant in the Ordnance Factories, the utilisation of which is being progressively increased for other work. In a number of cases multiple shifts are being worked on these plants.

(b) and (c). Requirements of the personnel manning the northern border are being met to the maximum extent possible from production in Ordnance Factories. However, it will not be in the public interest to disclose either the extent of their requirements or the arrangements that are being made to meet them.

Universities

1874. **Shri Raghunath Singh:** Will the Minister of **Education** be pleased to state how many universities of India have not utilised fully the University Grants Commission grants during 1959-60?

The Minister of Education (Dr. K. L. Shrimali): The information is being collected and will be laid on the Table of the Sabha in due course.

Interest Paid on Loan

1875. **Shri Raghunath Singh:** Will the Minister of **Finance** be pleased to the Minister of **Finance** be pleased to state how many rupees in foreign exchange were paid on account of the interest on loan during 1959-60?

The Minister of Finance (Shri Morarji Desai): The amount of inte-

rest paid in foreign currency during 1959-60 in respect of foreign loans repayable by the Government of India was Rs. 13·03 crores approximately. In addition, a sum of Rs. 4·21 crores approximately had been paid towards interest in foreign currency during the same period by the Public Sector non-Government Organisations and Private Sector Agencies in respect of foreign loans repayable by those bodies.

Dispute about Land

1876. Shri Aurobindo Ghosal: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether there is a dispute between the Government of India and the West Bengal Government on the issue of ownership of lands in the mine areas; and

(b) if so, what is the issue in dispute?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). There has been some correspondence between the two Governments in regard to the application of the provisions of the Coal Bearing Areas (Acquisition & Development) Act, 1957 for the development of unworked areas in the Raniganj coalfield. It will not be in the public interest to disclose the details of the correspondence.

It may be mentioned, however, that the State Government have filed a suit against the National Coal Development Corporation in the Court of the Munsif at Asansol challenging the Corporation's right of entry upon certain areas notified under the Act in the Raniganj Coalfield.

Treasures in Central Universities

1877. Shri Ram Krishan Gupta: Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 822 on 17th August, 1960 and state at what stage is the proposal to abolish the office of Treasurer in the three Central universities of Banaras, Aligarh and Viswabharati?

The Minister of Education (Dr. K. L. Shrimali): The matter is still under consideration.

Model Questions for Students

1878. Shri Ram Krishan Gupta: Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 1128 on the 20th August, 1960 and state at what stage is the question of introduction of a new type of 'model questions' whereby cramming by students would be discouraged?

The Minister of Education (Dr. K. L. Shrimali): Model question papers in English, Hindi, Mathematics, Economics, Physics and Chemistry have since been finalized and circulated to Principals of the Higher Secondary Schools recognised by the Board of Higher Secondary Education, Delhi for bringing them to the notice of the teachers in the subjects concerned and inviting them to furnish their suggestions, if any, to the Board.

Aid for Sports Fields to Kerala Government

1879. Shri Warior: Will the Minister of **Education** be pleased to state:

(a) whether Government have received any requests from the State Government of Kerala for aid to acquire sports fields and sports equipment; and

(b) if so, the action taken in the matter?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) The following grants were sanctioned for acquisition of playfields and purchase of sports equipment by educational institutions:—

1959-60

Rs. 56,000 for acquisition of playfields.

Rs. 6,000 for purchase of sports equipment.

1960-61

Rs. 1,06,000 for acquisition of playfields.

Rs. 6,000 for purchase of sports equipment.

Andhra Pradesh Accountant General's Office

1880. **Shri Rami Reddy**: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that part of the Andhra Pradesh Accountant General's Office is still located in the Madras City;

(b) if so, the reasons for not shifting the office to Hyderabad, which is the Capital of Andhra Pradesh;

(c) the efforts made for shifting the office from Madras to Hyderabad; and

(d) whether it is not a fact that enormous delays are occuring in the passing of Bills etc. and the disposal of other items of work as the office is located outside the State of Andhra Pradesh?

The Minister of Finance (Shri (Shri Morarji Desai): (a) Yes, Sir.

(b) It has not been possible to shift the entire Branch Office from Madras to Hyderabad due to the non-availability of suitable and adequate office and residential accommodation in Hyderabad.

(c) During the past four years efforts have been made through the Union Ministry of Works, Housing and Supply, the State Government and private sources to procure the required office and residential accommodation but suitable and adequate accommodation has not become available. It has recently been decided, as a first step, to shift from Madras to Hyderabad a small portion of the Branch Office along with 100 employees who have volunteered to go to Hyderabad. It is also proposed to construct an office building adjacent to the existing building of the Accountant General's Office in Hyderabad.

(d) Passing of bills for payment is not one of the items of work of the Madras Branch Office. The question of delays in making payments of bills does not, therefore, arise. No instances of delays in the disposal of other items of work has come to notice.

Pakistani Women Smugglers

1881. **Shri Raghunath Singh:** Will the Minister of **Finance** be pleased to state how many Pakistani women smugglers were arrested or detected in India since January, 1960 up to date?

The Minister of Finance (Shri Morarji Desai): 34 Pakistani women smugglers were arrested or detected in India during the period January—October, 1960.

विदेशी मुद्रा प्राप्त करना

१८८२. **श्री प्रकाश वीर शास्त्री** : क्या **वित्त** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि लखनऊ के किसी धनी नवाब परिवार को विदेशी मुद्रा प्राप्त करने के लिए पेरिस में कुछ मूल्यवान आभूषण बेचने की अनुमति दी गई थी ;

(ख) यदि हां, तो क्या यह भी सच है कि इसकी आड़ में कुछ ऐतिहासिक आभूषण, जिसमें नूरजहां का प्रसिद्ध नौलखा हार भी था, बेच दिये गये थे ;

(ग) क्या इस नौलखा हार को बेचने के लिये सरकार से विशेष अनुमति ली गई थी ; और

(घ) नौलखा हार किस कीमत पर बेचा गया ?

वित्त मन्त्री (श्री मोरारजी देसाई) : (क) से (ग). उत्तर प्रदेश के एक महाराजकुमार को प्राचीन वस्तु (निर्यात नियंत्रण) अधियिम, १९४७ [ऐण्टिक्विटीज (एक्स-

पोर्ट कण्ट्रोल) ऐक्ट, १९४७] और विदेशी विनिमय नियमन अधिनियम, १९४७ (फारेन एक्सचेंज रेगुलेशन ऐक्ट, १९४७) के अनुसार, अपने एजेण्ट के मारफत (१) हीरे-पन्ने का एक हार और (२) हीरा-पन्ना जड़ी एक जोड़ी बालियां विदेश भेजने और उन्हें वहां बेचने का परमिट दिया गया है। प्राचीन वस्तु (निर्यात नियंत्रण) अधिनियम, १९४७ के अनुसार परमिट तभी किया गया जब सरकार ने इस बात की तसल्ली कर ली कि प्राचीनता या ऐतिहासिकता की दृष्टि से इन गहनों का बहुत महत्व नहीं है। इस बात की भी मजबूती कर ली गई है कि अगर ये गहने विदेश में बिक जायें तो उनकी बिक्री से मिली सारी विदेशी मुद्रा, विदेशी विनिमय नियमन अधिनियम (फारेन एक्सचेंज रेगुलेशन ऐक्ट) के अनुसार, भारतीय रिजर्व बैंक के हवाले कर दी जायेगी।

(घ) जहां तक सरकार को मालूम है, यह एजेण्ट अभी भारत वापस नहीं आया।

Planetarium in Delhi

1883. **Shri Daljit Singh:**
Shri D. C. Sharma:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Unstarred Question No. 525 on the 29th February, 1960 and state the further progress so far made to construct a building in Delhi for the planetarium to be put up for viewing by the Public?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): The construction and electrification of the building for the planetarium have been completed.

Excise Revenue from Vegetable non-essential Oils

1884. **Shri Agadi:**
Shri Wodeyar:

Will the Minister of **Finance** be pleased to state:

(a) the District-wise monthly excise revenue receipts of vegetable non-essential oils of Mysore State since 1st April, 1960 to date; and

(b) whether it is a fact that since the introduction of compounded levy of excise duty on expellers the revenue has considerably gone down and the factories of standard expellers are forced to close due to the adverse effect of the compounded levy on standard expellers?

The Minister of Finance (Shri Morarji Desai): (a) A statement containing the requisite information is laid on the Table. [*See* Appendix III, annexure No. 54].

(b) It will be observed from the Statement laid on the Table that the fall in revenue during the current financial year in comparison with the previous year is to the extent of about 3 per cent only. This fall is attributable to the reported fall in production due to the shortage of seeds.

No cases of closure of standard expeller units in Mysore State due to adverse effect of the compounded levy scheme have come to notice; a few units have, however, stopped working temporarily due to non-availability of groundnuts.

United Provinces Commercial Corporation, Calcutta

1885. **Shri P. G. Deb:**
Shri Arjun Singh Bhadauria:

Will the Minister of **Finance** be pleased to state:

(a) whether Government have seen allegation against the United Provinces Commercial Corporation, Cal-

cutta, in the *Blitz* dated the 1st October, 1960; and

(b) if so, what is the position of the enquiries?

The Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) 5 show-cause notices have been issued to the firm, and the cases are under adjudication by the Calcutta Customs authorities.

Police Regiment for Assam

1886. Shri Aurobindo Ghosal: Will the Minister of **Home Affairs** be pleased to state:

(a) whether the Central Government have sent any police regiment to Assam after July, 1960; and

(b) if so, how many companies and when?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). To assist them in the maintenance of law and order, the Government of India at the request of the State Government despatched four Companies of the Central Reserve Police to Assam in September, 1960 and also arranged for the deputation of one battalion of Andhra Pradesh Special Police consisting of six Companies in October 1960.

Colleges of Fine Arts and Crafts

1887. Shri Kalika Singh: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) the number of colleges of fine arts and crafts in the country at present with their location, standing and capacity;

(b) the efforts, if any, made by the Government of India to establish more such colleges;

(c) whether there are private trusts and endowments which are running institutes of arts and crafts; and

(d) if so, their names and the aid that they receive from Government?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) The information is not readily available, as the subject concerns the State Governments.

(b) This is the concern of State Governments.

(c) The Government of India have no information of the number of private trusts and endowments running institutes of arts and crafts.

(d) So far as this Ministry is concerned, the information is being collected and wil be placed on the Table of the House.

Regional Engineering College in Kerala

1888. Shri Kodiyan: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether the Kerala Government have requested the Government of India to establish a Regional Engineering College in Kerala during the Third Plan period; and

(b) if so, the attitude of Government in this respect?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir.

(b) The Central Government has agreed to the proposal.

हिन्दी में विज्ञप्तियों का प्रकाशन

१८८९. श्री प्रकाश वीर शास्त्री : क्या **गृह-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गृह-कार्य मंत्रालय ने प्रथम श्रेणी के पदाधिकारियों की नियुक्ति, छुट्टी आदि की विज्ञप्तियां गजट आफ इंडिया में हिन्दी में प्रकाशित करने के बारे में कभी विचार किया है ;

(ख) ऐसी विज्ञप्ति गजट में हिन्दी में प्रकाशित करने में कौन सी कठिनाईयां हैं ; और

(ग) उनके निराकरण के लिये कौन से कदम उठाये जा रहे हैं ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त) : (क) से (ग). अंग्रेजी के अतिरिक्त हिन्दी के उत्तरोत्तर अधिक प्रयोग के लिये कार्यक्रम बनाने के सिलसिले में इस पर विचार किया जा रहा है ।

संघ लोक सेवा आयोग की परीक्षायें

१८९०. **श्री प्रकाश वीर शास्त्री** : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) संघ लोक सेवा आयोग द्वारा गत दो वर्षों में ली गई कितनी परीक्षाओं के लिये हिन्दी को वैकल्पिक माध्यम मान लिया गया है ;

(ख) शेष परीक्षाओं के लिये यह व्यवस्था संभवतः कब तक हो जायेगी ;

(ग) क्या हिन्दी के माध्यम से कुछ व्यक्तियों ने परीक्षायें दी हैं ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : (क) से (ग). राष्ट्रपति के २७ अप्रैल, १९६० के आदेश के परिच्छेद ९ के अनुसार अखिल भारतीय तथा उच्च केन्द्रीय सेवाओं की भरती की परीक्षाओं में हिन्दी को कुछ समय पश्चात् वैकल्पिक माध्यम के रूप में रखने के प्रश्न पर संघ लोक सेवा आयोग के साथ परामर्श द्वारा विचार किया जा रहा है । अभी तक संघ लोक सेवा आयोग द्वारा ली जाने वाली अन्य परीक्षाओं के लिये हिन्दी को वैकल्पिक माध्यम स्वीकार करने के विषय में कोई निर्णय नहीं किया गया है ।

Schools in the Andaman and Nicobar Islands

1891. Dr. Ram Subhag Singh: Will the Minister of **Education** be pleased to state:

(a) the total number of primary, basic, middle and high schools which exist at present in the Andaman and Nicobar Islands; and

(b) the number of students and staff in the schools in them?

The Minister of Education (Dr. K. L. Shrimali): (a) & (b) :

	Total number	No. of students	Staff
Primary schools (including Junior Basic Schools).	75	4,706	131
Middle Schools	2	194	8
High Schools			
Higher Secondary Schools	3	655	46

Sale of Prize Bonds

1892. Shri Tangamani: Will the Minister of **Finance** be pleased to refer to the reply given to Starred Question No. 604 on the 20th August, 1960 and state:

(a) whether sale of prize bonds has been on the increase since then;

(b) if so, what is the present value sold;

(c) how does it compare with 9 crores sold on previous occasion; and

(d) which State or States have shown marked increase?

The Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) Does not arise.

(c) The value of Prize Bonds sold from 1st April to 30th October, 1960 amount to Rs. 10·62 crores as compared to Rs. 9·17 crores sold upto 15th July, 1960.

(d) A statement showing State-wise figures of sales is laid on the Table. [See Appendix III, annexure No. 55].

Sikkim Lottery

1893. Shri Hem Barua: Will the Minister of **Home Affairs** be pleased to state:

(a) what are the States that have authorized Sikkim Lottery in this country;

(b) whether any States have banned Sikkim Lottery in the meanwhile;

(c) whether Government are aware of any volume of public opinion in any State obtaining at present against this Lottery;

(d) if so, what are those States; and

(e) what is the total number of tickets of this Lottery sold in the country during 1959-60?

The Minister of Home Affairs (Shri G. B. Pant): (a) The H.R. Charities Fund Sikkim Lottery was authorised by the Governments of West Bengal, Mysore (except in certain districts) and the former State of Bombay.

(b) The Governments of Gujerat and Maharashtra have since withdrawan the authorisation accorded by the former Bombay Government.

(c) and (d). It is reported that in Gujerat and Maharashtra there was some disapproval of the Lottery before the authorisation was withdrawn.

(e) The information is not available with the Government of India.

Reduction in Rate of Interest of World Bank

1894. Shri Ram Krishan Gupta: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that the Indian National Committee of the International Chamber of Commerce has in a note expressed the views that there is scope for reduction in the rate of interest and the commission charged by the World Bank in its loans; and

(b) if so, the nature of action taken in this direction?

The Minister of Finance (Shri Morarji Desai): (a) The Government of India have not received any such note.

(b) Does not arise.

Production of Steel

1895. Shri K. U. Parmar: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) what steps Government propose to take to develop steel production in private sector through medium sized plants;

(b) whether there is any proposal of having such small plants in Gujarat; and

(c) if so, the details thereof?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Government do not propose to permit setting up of new units for the manufacture of steel in the private sector, but it has recently been decided to permit setting up of plants for the manufacture of pig iron upto a maximum capacity of 100,000 tons per annum.

(b) No proposal for putting up a pig iron plant in Gujerat has been received by Government from any party so far.

(c) Does not arise.

Housing Scheme for Scheduled Castes

1896. Shri Daljit Singh: Will the Minister of **Home Affairs** be pleased to state:

(a) the amount allotted to Punjab Government in 1960-61 so far for Housing Scheme for Scheduled Castes; and

(b) the amount asked for by the Punjab Government during the same period?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) and (b). The Punjab Government proposed an allocation of Rs. 4·40 lakhs for Housing Scheme for Scheduled Castes for the year 1960-61, and the proposal was accepted.

इस्पात की खरीद

१८६७. श्री प्रकाश वीर शास्त्री : क्या इस्पात, खान और ईंधन मंत्री १ अप्रैल, १९५५ से ३१ मार्च, १९६० तक टेंडरों द्वारा खरीदे गये इस्पात के सम्बन्ध में निम्नलिखित जानकारी देने वाला एक विवरण सभा-पटल पर रखने की कृपा करेंगे कि :

(क) टेंडर का नम्बर, इस्पात का ब्यौरा तथा उसकी मात्रा,;

(ख) जिन पार्टियों से कोटेशन (भाव) प्राप्त हुए थे उनके नाम तथा उनमें से प्रत्येक द्वारा दिया गया भाव ;

(ग) किन पार्टियों को टेंडर दिये गये और किस दर पर ;

(घ) किस डिलीवरी के लिये टेंडर स्वीकार किया गया था ;

(ङ) जहाज से माल ले जाने के पूर्व पश्चात् दर में कितना परिवर्तन किया गया और डिलीवरी को कितना स्थागित किया गया ; और

(च) जहाज से माल ले जाने से पूर्वक पश्चात् जो परिवर्तन कर दिये गये उनका पूरा-पूरा ब्यौरा क्या है ?

इस्पात, खान और ईंधन मंत्री (सरदार स्वर्ण सिंह) : (क) से (च). १९५५ से १९६० के पंच वर्षीय काल में लोहा और इस्पात नियंत्रक द्वारा इस्पात के खरीदने के लिये सैकड़ों टेंडर जारी किये गये हैं । मुझे भय है कि माननीय सदस्य द्वारा पूछे गये आंकड़ों को इकट्ठा करने तथा सह-सम्पर्क स्थापित करने में जितना समय तथा परिश्रम लगेगा और इसके अनुरूप प्राप्त परिणाम उपयोगिता द्वारा इतना लाभ न हो सकेगा ।

तिब्बत में भारतीय साहित्य

१८६८. श्री पद्म देव : क्या वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन्हें मालूम है कि तिब्बत के विभिन्न पुस्तकालयों में भारतीय साहित्य की अमूल्य कृतियां तिब्बती लिपि में पड़ी हुई हैं ;

(ख) क्या उन्हें यह भी मालम है कि कुछ साहित्य भारत में भी बौद्ध पुस्तकालयों में पड़ा हुआ है ;

(ग) क्या इस साहित्य के अनुसंधान और उसकी रक्षा के लिये कोई योजना सरकार के विचाराधीन है ; और

(घ) यदि हां, तो उसकी रूपरेखा क्या है ?

वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य उपमंत्री (डा० म० मो० दास) :

(क) जी हां

(ख) जी, हां ।

(ग) और (घ). लामाओं के लिये दस फेलोशिपें (अधि-छात्रवृत्तियां) रखी गई हैं । ये फेलो अनुसंधान और अध्ययन कार्य के लिये विभिन्न केन्द्रों में रखे जायेंगे ।

Oil Survey in Madhya Pradesh

1899. Shri Birendra Bahadur Singhji: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the names of the places surveyed by the Geological Survey of India or by the Oil and Natural Gas Commission in Madhya Pradesh in

order to discover oil during the past two years;

(b) whether any progress has so far been achieved; and

(c) if so, the uptodate details of the progress?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No survey for oil was carried out in Madhya Pradesh during the past two years by the Geological Survey of India or by the Oil and Natural Gas Commission.

(b) and (c). Do not arise.

PAPERS LAID ON THE TABLE

Report of Law Commission

The Minister of Law (Shri A. K. Sen): Sir, I beg to lay on the Table a copy of the Fifteenth Report of the Law Commission on the law relating to marriage and divorce amongst Christians in India. [*Placed in Library, See* No. LT-2540/60].

Ministers' (Allowances, Medical Treatment and other Privileges) Amendment Rules, and Notifications issued under All-India Services Act

The Minister of State in the Ministry of Home Affairs (Shri Datar): Sir, I beg to lay on the Table:—

(i) A copy of the Ministers' (Allowances, Medical Treatment and other privileges) Amendment Rules, 1960 published in Notification No. G.S.R. 1367 dated the 21st November, 1960 under sub-section (2) of Section 11 of the Salaries and Allowances of Ministers' Act, 1952. [*Placed in Library, See* No. LT-2538/60].

(ii) A copy of each of the following Notifications under sub-section (2) of Section 3 of the All-India Services Act, 1951:—

(a) G.S.R. 1415 dated the 3rd December, 1960 making certain amendment to the Indian Administrative Service (Pay) Rules, 1954.

(b) G.S.R. 1416 dated the 3rd December, 1960 making certain amendment to the Indian Police Service (Pay) Rules, 1954. [*Placed in Library, See* No. LT-2541/60].

Notifications under the Sea Customs Act

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): Sir, I beg to lay on the Table a copy of each of the following Notifications under sub-section (4) of Section 43B of the Sea Customs Act, 1878:—

(i) G.S.R. 1427 dated the 3rd December, 1960.

(ii) G.S.R. 1428 dated the 3rd December, 1960.

(iii) G.S.R. 1429 dated the 3rd December, 1960. [*Placed in Library, See* No. LT-2542/60].

Lok Sahayak Sena (Amendment) Rules

The Deputy Minister of Defence (Sardar Majithia): Sir, I beg to lay on the Table a copy of the Lok Sahayak Sena (Amendment) Rules, 1960 published in Notification No. S.R.O. 406 dated the 3rd December, 1960, under sub-section (3) of Section 11 of the Lok Sahayak Sena Act, 1956. [*Placed in Library, See* No. LT-2539/60].

12.02 hrs.

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

"In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) No. 6 Bill, 1960, which was

passed by the Lok Sabha at its sitting held on the 7th December, 1960, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

12.03 hrs.

COMMITTEE ON ABSENCE OF MEMBERS FROM THE SITTINGS OF THE HOUSE

TWENTY-SECOND REPORT

Shri Mulchand Dube (Farukhabad): Sir, I beg to present the Twenty-second Report of the Committee on Absence of Members from the sittings of the House and also to lay on the Table a copy of the statement showing the names of Members who have been absent for 15 days or more continuously during the Eleventh Session.

12.04 hrs.

PETITION *RE*: PROPOSED DIVISION OF BERUBARI UNION BETWEEN INDIA AND PAKISTAN

Shri Tridib Kumar Chaudhuri (Berhampore): Sir, I beg to present a petition signed by a petitioner relating to the proposed division of Berubari Union. No. 12 between India and Pakistan.

12.04½ hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

KILLING OF TWO SEPOYS OF MANIPUR RIFLES BY NAGA HOSTILES

Shri Braj Raj Singh (Firozabad): Sir, under Rule 197, I beg to call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:—

> "The reported death of 2 sepoys of an advance party of Manipur Rifles and injuries to another in an encounter with Naga hostiles on the 9th December, 1960."

The Minister of Home Affairs (Shri G. B. Pant): On the morning of the 9th December 1960, about 80 Naga hostiles fired upon an advance guard of the Manipur Rifles animal transport convoy in the vicinity of mile 26 on the Kangchup Tamenglong State Highway. The hostiles had taken up positions by encircling the bridle path from three sides. The main escort party quickly joined the advance guard and returned the fire. In the encounter which lasted for about five hours, two Riflemen were killed and one wounded. The number of hostile casualties is not known. All Government stores and animals were saved and only one web belt and one bayonet were lost. Reinforcements have been sent in and further action is being taken against the hostiles. On the morning of the 10th December, personnel of the Manipur Rifles combed the area and made some arrests.

As Members are aware, there has been some spurt in Naga hostile activity in Manipur after the announcement of Government's intention to constitute a new State of Naga Land. While Government's announcement has been well received by the mass of the Naga people, the hostiles have been trying to delay the implementation of the agreement reached with the Naga People's Convention so as to bolster up their own falling influence. The hostiles have, therefore, made attempts to intimidate those who are co-operating in the implementation of the Delhi agreement. In spite of their tactics, the hostiles have not met with any success.. Elections to the Interim Body are proceeding apace and have been almost completed. 37 of the 45 seats have been filled and elections remain to be com-

[Shri G. B. Pant]

pleted in only two tribes, the Angamis and Chakesangs.

The Manipur Administration have taken necessary measures to effectively deal with the situation created by hostile activity. Ukhrul Sub-Division has been declared a disturbed area with effect from the 7th October, 1960 to facilitate action by the security forces which have been suitably strengthened.

श्री ब्रजराज सिंह : क्या इस बात का अन्दाजा लगाया गया है कि मणिपुर एरिया में होस्टाइल्स की क्या ताकत है, कितने लोग हैं जो ये कार्यवाइयां कर रहे हैं? और इस बात को देखते हुए और गृह मंत्री की इस स्वीकारोक्ति के बाद कि नागालैंड की घोषणा के बाद यहां पर यह कार्रवाइयां बढ़ गयी हैं, क्या सरकार मणिपुर में प्रतिनिधि सरकार बनाने के प्रस्ताव पर विचार कर रही है, और उस पर कब तक अन्तिम निर्णय ले लिया जाएगा?

श्री गो० ब० पन्त : मैं समझता हूं कि इन दो बातों का एक दूसरे से कोई ताल्लुक तो हैं नहीं। जहां तक होस्टाइल नागाज का सवाल है, उनकी ज्यादतियों को रोकने के लिए कार्रवाई की जा रही है। जहां तक रेसपांसिबिल गवर्नमेंट या प्रेजेंट सैट अप में कोई बदलाव करने की बात है वह अलग है। मगर उस पर भी गवर्नमेंट विचार कर रही है कि वहां क्या क्या बदलाव हो सकते हैं।

श्री ब्रजराज सिंह : उनकी ताकत क्या

अध्यक्ष महोदय : वे बहुत से लोग हैं जो इधर उधर घूमते फिरते हैं।

Shri Braj Raj Singh: Sir, he did not reply to one of my questions; the number of hostiles that are in the Manipur area.

श्री गो० ब० पन्त : मणिपुर एरिया की कोई मर्दुमशुमारी तो हुई नहीं है।

Dr. Ram Subhag Singh (Sasaram): The hon. Minister said that the Ukhrul sub-division of the Manipur territory had been declared as a disturbed area. May I know whether the administration in Tamenglong sub-division is functioning normally or not and what the Government are going to do to have smooth administration in these two sub-divisions where the disturbances have been created due to the announcement of the creation of the Nagaland?

Shri G. B. Pant: Tamenglong sub-division too has been sometimes, I think, disturbed. But Ukhrul sub-division has already been declared to be a disturbed area. The Tamenglong sub-division has not been declared a disturbed area as such but precautionary measures are being taken in both the areas.

Shri Hem Barua (Gauhati): The statement says that some of the Nagas were arrested. I just want to know whether the hostile Nagas were arrested and whether they belong to the Naga Hills-Tuensang area or whether they belong to the hill districts of Manipur. From that I want to know whether the Naga hostile activity has spread to the hill division of Manipur or not. And if so, I want to know whether the delegation that came to see our hon. Prime Minister and submitted a memorandum is of the opinion that if responsible Government is granted to Manipur the hill and tribal people would co-operate.

Mr. Speaker: Order, order. The only point is whether it has spread to the Naga Hill tribes. All the other things are not relevant here.

Shri G. B. Pant: Some of the Nagas in Manipur do not want to join any sort of a responsible administration that may be set up, in case one is set up and they are in sympathy with the

Nagas on the other side. They say that all Nagas should combine together and belong to a common Nagaland . . . (*Interruptions.*).

Mr. Speaker: I am not going to allow any more questions.

12.13 hrs.

MOTOR TRANSPORT WORKERS BILL—*contd.*

Mr. Speaker: The House will now take up further consideration of the following motion moved by Shri Abid Ali on the 14th December, 1960, namely:—

> "That the Bill to provide for the welfare of motor transport workers and to regulate the conditions of their work, as reported by the Joint Committee, be taken into consideration."

Shri Braj Raj Singh may continue his speech.

श्री ब्रजराज सिंह : (फिरोजाबाद) : अध्यक्ष महोदय, संयुक्त समिति ने जिस शक्ल में इस बिल को अपनी रिपोर्ट के बाद भेजा है, उस की अधिकांश व्यवस्थाओं का मैं स्वागत करता हूं । मैं समझता हूं कि संयुक्त समिति ने इतने परिवर्तन इस बिल में किये हैं जितने परिवर्त्तन सम्भवतः अन्य किसी बिल में नहीं किये होंगे और यह खुशी की बात है कि सरकार का दृष्टिकोण भी संयुक्त समिति के सामने यह रहा कि उन्होंने सभी महत्वपूर्ण प्रश्नों को जोकि उठाये गये, उन्होंने उनको मंजूर किया । लेकिन मुझे दुःख है कि कम से कम एक व्यवस्था के सम्बन्ध में सरकार ने न तो संयुक्त समिति में विचार किया और न सम्भवतः यहां विचार करना चाहती है । यह व्यवस्था अपवादों के सम्बन्ध में है । इस बिल की व्यवस्थाओं को कहीं कोई प्रान्तीय सरकार चाहे तो वह अपने क्षेत्र में कुछ अंडरटेकिंग्स पर से उसका पालन करना माफ कर सकती है । इस का नतीजा यह होगा कि प्रान्तीय सरकारें जो कि अधिक से अधिक अपनी अंडरटेकिंग्स कायम करती हुई चली जा रही हैं, वे अपनी अंडरटेकिंग्स पर इस ऐक्ट की व्यवस्थाओं को लागू न करें । उन के अन्दर जो कार्यकर्त्ता या कर्मचारी काम कर र होंगे उन कर्मचारियों पर इस ऐक्ट की धाराएं लागू नहीं होगी । उदाहरण के लिए संयुक्त समिति के सामने जो गवाही दी गई और जो कि अब सदन के सामने रख दी गई, यदि उसका अध्ययन किया जाय तो यह पता लगेगा कि विभिन्न राज्यों में राज्य स्तर पर मोटर ट्रान्शपोर्ट अंडरटेकिंग्स चल रही हैं, उनका विचार यह था कि यह ऐक्ट या तो बिल्कुल उन पर लागू नहीं होना चाहिये, राज्य अंडरटेकिंग्स पर लागू नहीं होना चाहिए और अगर उन पर लागू किया जाता है तो फिर इस तरह की कोई मोटर वैहकिल न हो जहां कि १,२ आदमी काम करते हों और उन पर यह लागू न हो । इसके माने यह हुए कि वह ऐसा समझते हैं कि जब इस ऐक्ट की व्यवस्थाएं राज्य अंडरटेकिंस पर लागू की जायेंगी तो सम्भवतः उससे उनको नुक्सान होगा । साफ इससे यह प्रतीत होता है कि उसकी व्यवस्थाओं को वह अपने ऊपर लागू नहीं करना चाहते हैं । यदि यह अधिकार हम राज्य सरकारों को दे देते हैं कि वे इस ऐक्ट की व्यवस्थाओं को जिन अंडरटेकिंग्स पर वे लागू न करना चाहें लागू न करें तो उसका नतीजा यह होगा कि सम्भवतः वह अपनी जो अंडरटेकिंग्स चला रहे हैं, उन पर इस ऐक्ट की व्यवस्थाओं को लागू नहीं करेंगे । यही नहीं इस ऐक्ट में यह भी यवस्था की गई है कि अगर वे चाहे तो न केवल राज्य अंडरटेकिंग्स को बल्कि दूसरी जो उनके वहां पर अंडरटेकिंग्स हैं उनको भी इस ऐक्ट की व्यवस्थाओं और इस ऐक्ट का जो इम्पलीमेंटशन है उससे माफ कर सकते हैं और वह उन पर लागू नहीं हो सकेगा ।

12.16 hrs.

[SHRI MULCHAND DUBE *in the Chair*]

बिल में यह व्यवस्था रक्खी गई है कि जब कोई राज्य सरकार इस तरीके का निश्चय

[श्री ब्रजराज सिंह]

करना चाहे तो वह उसकी सूचना केन्द्रीय सरकार को दे दे। केन्द्रीय सरकार के हाथ में यह बात नहीं है कि अगर वह चाहे तो भी राज्य सरकार के इस तरह के निश्चय को रोक सके। यदि यह व्यवस्था इस बिल में इसी तरीके से रहने दी जाती है तो मैं समझता हूं कि उसका नतीजा यह होगा कि राज्य सरकारें प्रभावपूर्ण व्यक्तियों को और अपनी जो उनकी अंडरटेकिंग्स हैं उनको इस ऐक्ट की व्यवस्थाओं द्वारा अमल में आने से रोक सकेंगी, अपवाद मान लेंगी और उनको लागू नहीं करेंगी और नतीजा यह होगा कि ऐक्ट सब लोगों पर लागू नहीं होगा।

मैं इस बिल का स्वागत करता हूं। जो १० कर्मचारियों की पहले व्यवस्था रक्खी गयी थी उसे घटा कर ५ कर दी गई और राज्य सरकारों को आदेश दिया गया है कि वे पांच से नीचे के लोगों पर यदि लागू करना चाहें तो लागू कर सकते हैं। मैं मंत्री महोदय से इस वक्त भी निवेदन करूंगा कि वे इस पर पुनर्विचार करें कि क्या इस तरीके की व्यवस्था इस कानून में रखना जिससे कि राज्य सरकारों को पूर्ण अधिकार इस तरह का प्राप्त हो जाये कि जिनको वे चाहें इस ऐक्ट की व्यवस्थाओं के अन्दर आने से माफ कर सकें, उनको अपवाद में ले आयें कहां तक यह उचित बात होगी? यदि ऐसी व्यवस्था रक्खी जाती है तो मुझे ऐसा महसूस होता है कि कुछ अंडरटेकिंग्स ऐसी होंगी, प्राइवेट भी हो सकती हैं, पब्लिक तो अक्सर होंगी जिन पर कि यह व्यवस्थाएं लागू नहीं होंगी। हम देखते हैं कि पिछले कुछ दिनों से पब्लिक अंडरटेकिंग्ज जिन्हें कहा जाता है, जिन्हें राज्य सरकारों की अंडरटेकिंग्स कहा जाता है उनमें भी कुछ हड़ताल की बातें चल रही हैं। कहीं कहीं भूख हड़ताल हुई हैं। मतलब यह है कि इस तरीके का आन्दोलन चल रहा है कि जो उनको सुविधा दी जा रही हैं अंडरटेकिंग्स के अधिकारियों की तरफ से वह उचित नहीं हैं और पर्याप्त नहीं हैं। जब ऐसी सूरत है जहां पर एक तरफ तो एक पक्ष हो राज्य सरकार खुद और दूसरी तरफ वह कर्मचारी हों, ऐसी अवस्था में हम यह आशा कर सकते हैं कि राज्य सरकार कर्मचारियों के कानून को अगर मजूर न करना चाहे तो वह फिर ऐक्ट की व्यवस्थाओं से अपनी अंडरटेकिंग्स को माफ कर देगी। वह ऐसी आज्ञा दे देगी जिससे कि अपनी अंडरटेकिंग्स पर यह ऐक्ट लागू न हो सकेगा।

इसी तरीके से कुछ राज्य हैं जहां पर कि प्राइवेट व्यक्तियों के हाथ में मोटर ट्रान्सपोर्ट का धंधा काफी तादाद में है मसलन पंजाब और उत्तर प्रदेश का पश्चिमी हिस्सा। यहां पर भी यदि कोई प्राइवेट औपरेटर्स इतने बलशाली हैं, इतने शक्तिवान हैं कि वे राज्य सरकार में अपना कुछ प्रभाव रख सकते हैं तो मुझे ऐसा महसूस होता है कि शायद वे भी राज्य सरकार के इस अधिकार के अन्तर्गत अपने को इस ऐक्ट की व्यवस्थाओं के अन्तर्गत आने से माफ करा सकेंगे। इसलिए जो इस ऐक्ट की मंशा है कि मोटर ट्रान्सपोर्ट के जितने भी कर्मचारी हैं उन सब पर यह कानून लागू हो और सब कर्मचारियों को यह सुविधाएं प्राप्त हो सकें, वह सुविधाएं सब को प्राप्त नहीं हो सकेंगी। इसलिए मेरा निवेदन है कि मंत्री महोदय इस पर पर फिर से विचार कर लें।

यदि उनका भी यही विश्वास हो जैसा कि मेरा विश्वास है तो इसमें इस तरीके की व्यवस्था लाने की कोशिश करें जिससे जब कोई ऐसा हुक्म राज्य सरकार निकालना चाहे तो ऐसा आर्डर निकालने से पहले वह न केवल केन्द्रीय सरकार को उसके बारे में सूचना देगी बल्कि वह केन्द्रीय सरकार की उस सम्बन्ध में सहमति भी प्राप्त कर लेगी, पूर्व स्वीकृति प्राप्त कर लेगी। केन्द्र से स्वीकृति मिलने के बाद ही कोई इस तरीके का नोटि-

फिकेशन जारी किया जा सकेगा जिसमें कि किसी तरह की अंडरटेकिंग्स के ग्रौपरेटर्स को इस ऐक्ट की व्यवस्थाग्रों से माफ करने की बात चलती हो। यदि यह व्यवस्था इस ऐक्ट में कर देते हैं तो फिर मैं समझता हूं कि राज्य सरकार जिस किसी को जब भी चाहे इस ऐक्ट की व्यवस्थाग्रों के ग्रन्तर्गत ग्राने से माफ नहीं कर सकेंगी।

इस के ग्रलावा कुछ ग्रौर छोटी छोटी बातें हैं, जैसे स्प्रैड-ग्रोवर का मामला है। स्प्रैड-ग्रोवर को साढ़े दस घंटे के बजाये बारह घंटे कर दिया गया है। लेकिन मैं समझता हूं कि इस बारे में ग्रावश्यकता इस बात की है कि इस कानून के पास होने के बाद एक ग्राध साल तक इस के ग्रमल को देखा जाये। उस ग्रवधि में यदि यह ग्रनुभव होता है कि बारह घंटे का स्प्रैड-ग्रोवर कर्मचारियों के हित में नहीं जाता है—उस से उन को नुक्सान होता है, फ़ायदा नहीं होता है, तो फिर इस विषय पर फिर से विचार किया जा सकता है। सिलेक्ट कमेटी में हम को यह बताया गया था कि बारह घंटे के स्प्रैड-ग्रोवर से शायद कर्मचारियों को ज्यादा फायदा हो सकेगा ग्रौर उन को ग्राराम करने का ज्यादा मौका मिल सकेगा। यदि ग्रमल में यही प्रकट होता है कि इस व्यवस्थो से कर्मचारियों को लाभ होगा, तो ठीक है, लेकिन यदि कर्मचारियों को नुक्सान होगा, तो मैं चाहूंगा कि बाद में इस पर सरकार फिर से विचार करे।

Shri S. M. Banerjee (Kanpur): Mr. Chairman, Sir, I rise to support this Bill as it has come back from the Joint Committee. It is really very heartening to learn about the amount of good will that this Bill would command with the transport workers whether they belong to the public transport services or to the private transport services.

Sir, I have read with keen interest the report of the Joint Committee and the minutes of dissent given by some of the members belonging both to the ruling party and to the Opposition. My hon. friend, Shri Braj Raj Singh has just touched upon the point with regard to spread-over. I have gone through clause 16 of the Bill, but still I am not convinced that this span of 12 hours as spread-over will be beneficial to the workers employed in the transport services whether in the public or private sector. I am much grateful to my hon. friend Shri Ramsingh Bhai Varma and to my other hon. friends Shri T. B. Vittal Rao and Shrimati Parvathi Krishnan for giving almost a unanimous note of dissent regarding this particular point of spread-over. In his minute of dissent Shri Ramsingh Bhai Varma has said:

"क्लाज १६ में स्प्रेड ग्रोवर १२ घंटे रक्खा गया है, ज बहुत ग्रधिक है।"

He has suggested that it should be reduced to 10½ hours. My hon. friends Shri T. B. Vittal Rao, Shrimati Parvathi Krishnan and Shri K. L. Narasimham, a Member of the other House, have stated in their minute of dissent:

> "Spread-over: Clause 14.—The Spread-over is limited to twelve hours in any day. This in our view is a little on the high side and likely to vitiate the very provision of limitation of hours of work to clause 13. We suggest that spread-over should not be more than ten-and-a-half hours in any day."

Instead of giving 12 hours as an experiment or trying to do it on an experimental basis, it is better that the hon. Minister considers these minutes of dissent seriously and from a practical angle to see whether even at this stage the suggestion of the hon. Members belonging almost to all the political parties including the ruling party can be accommodated before the Bill is passed.

About annual leave with wage, in their minute of dissent my hon. friends Shri T. B. Vittal Rao and others have suggested:

[Shri S. M. Banerjee]

"Annual leave with wage: Clause 27—The annual leave with wage for the Road Transport Workers under this Clause is not adequate. It should be increased so that he may at least have 20 days in a year."

I have also read with great interest the evidence placed by the various trade union organisations before the Joint Committee, and as far as I could gather they were all in favour of better service conditions under this particular Act. I am sure they will be happy, and it will also be a realistic approach to the problem if the casual leave is not limited and if it is increased to twenty days a year.

Sir, after this particular Bill becomes an Act I am sure the motor transport workers will heave a sigh of relief because there was no legislation before to regulate their service conditions. Rcently the U.P. Roadways workers went on strike. In U.P., you know, Sir, better than I, certain routes were entirely disrupted and mass retrenchment took place. Many people were victimised. What was the reason? They did not want to sign certain rules framed by the Chief Transport Commissioner which went against the interests of the workers. Sir, in the absence of a proper legislation certain rules were framed. Now I am sure when this Bill becomes an Act it will serve the purpose of all employees whether in public or private undertakings.

I am really very much thankful to the Joint Committee for accepting many of the suggestions or views which many hon. Members expressed in this House when the Bill was being referred to the Joint Committee. It is mentioned in the report:

"The Committee are of the opinion that some specific date should be fixed by which time the Act should be made applicable in all the States. They accordingly suggested 31st December, 1961 as the da'e for this purpose."

I am happy this has been accepted and this has been embodied in the proposed legislation.

Then, a feeling was created in this House that those units which employed less than 5 instead of 10 or more were being exempted from the purview of this legislation. I was happy when I read in the report:

"They further feel that the Act should be made applicable to every motor transport undertaking employing five or more instead of ten or more motor transport workers and the powers of the State Governments should consequently extend to applying the Act to motor transport undertakings employing less than five motor transport workers."

It is really an improvement on the original Bill which was submitted to this House and which we discussed before sending it to the Joint Committee.

Sir, I welcome this Bill. I would request the hon. Minister to consider two more items, and they are about leave and spread-over. As regards spread-over, I fully agree with the sentiments expressed by my hon. friend Shri Ramsingh Bhai Varma and Shri T. B. Vittal Rao, who have suggested 10½ hours as spread-over instead of 12 hours. Shri Ramsingh Bhai Varma has given reasons for it. He has even quoted the Factories Act in support of his argument, and I am sure it is a matter to be considered by the hon. Deputy Labour Minister.

With these words, Sir. I welcome this Bill and I congratulate the Labour Ministry and all those who participated in the framing of this legislation for bringing forward this piece of legislation. I must also express my gratitude to those thousands of transport workers who agitated and whose agitation has fortunately brought this progressive piece of legislation which will be a sort of a charter of liberty

for the transport workers in the country.

श्री रामसिंह भाई वर्मा (निमाड़) : सभापति महोदय, ज्वायंट सिलैक्ट कमेटी की रिपोर्ट जिसे अन्तिम कानूनी रूप दिया जा रहा है, मैं उसका समर्थन और स्वागत करने के लिए खड़ा हुआ हूं ।

श्रीमान्, आज दिन तक श्रमिकों के सम्बन्ध में जितने कानून बने हैं, उनमें समय समय पर काफी परिवर्तन होते रहे हैं । किन्तु यह जो बिल हाउस के सामने आया, इसे पहले ज्वायंट सिलैक्ट कमेटी को सौंपा गया था, वहां पर बहुत ही सावधानी से विचार हुआ, और जो एम्प्लायर्स और एम्प्लायीज़ की आर्गेनाइजेशंस एवीडेंस में आई उन्होंने जो भी सुझाव रखे, और ज्वाइन्ट कमेटी में जो भी माननीय सदस्यों ने सुझाव रखे, सिवाय मेरे एक दो सुझावों के बाकी सभी सुझाव ज्वायंट कमेटी ने मान लिये और उनके आधार पर अपनी रिपोर्ट पेश की । यह बहुत खुशी की बात है कि सबके सुझावों को मान्यता दी गई है ।

श्रीमान्, आज दिन तक इस व्यवसाय में काम करने वाले कर्मचारियों के ऊपर कानून के अभाव में जो अन्याय होता रहा है, उनका जो शोषण हो रहा है, उन सब बातों को यदि मैं हाउस के सामने रखूं तो यह एक बहुत बड़ी कहानी हो जायेगी । मैं इतना अवश्य निवेदन करना चाहता हूं कि पिछले दस बरसों में यह व्यवसाय जितना बढ़ा है, उतना कोई व्यवसाय नहीं बढ़ा है । देश के अन्दर मोटर ट्रांसपोर्ट बेहद बढ़ी है और उसके साथ ही साथ इस में एम्प्लायमेंट भी बहुत बढ़ा है, इसमें रोज़गार भी काफी बढ़ा है । इस व्यवसाय को हमने अपनी योजनाओं में जो स्थान दिया है, उस आधार पर इसे देखना होगा । प्रथम पंचवर्षीय योजना अमल में आई, द्वितीय योजना अमल में आई । हमारे देश का उत्पादन बढ़ा और उत्पादन बढ़ने के साथ साथ देश में निर्माण कार्य हुए, सड़कें वगैरह बहुत बनीं । जहां सड़कें बनी वहां यह व्यवसाय चलने और बढ़ने लगा । वहां पर ट्रकें चलने लगीं, मोटरें चलने लगीं, बसिस चलने लगीं । इसके साथ ही साथ अपने अनुभव के आधार पर मैं यह भी कह देना चाहता हूं कि पोलिटिकल पार्टीज के अधिकांश व्यक्ति ऐसे हैं जो कि या तो अपना ट्रक चला रहे हैं, या कोई अपनी बस चला रहा है और जब एविडेंस ज्वायंट कमेटी के सामने दिया गया तो यह बात भी सामने आई कि उनको सब से पहले लाइसेंस मिल जाता है ।

Shri Goray (Poona): That may be in the Congress: not in other political parties.

श्री रामसिंह भाई वर्मा : मैं यह निवेदन करना चाहता हूं कि विरोधी पार्टी वालों को ज्यादा और जल्दी परमिट और लाइसेंस मिलते हैं क्यों अधिकारी लोग डरते हैं कि ये हाउस में टीका टिप्पणी करेंगे । मैं अपने अनुभव के आधार पर यह भी कह देना चाहता हूं कि दरअसल में उनसे अधिकारी लोग ही नहीं डरते बल्कि मिनिस्टर भी डरते है और हम से भी ज्यादा विरोधी पार्टी वालों की सुनते है । हमारी कम सुनते हैं । उनके काम आसानी से हो जाते हैं और हमारे मुश्किल से होते हैं । विरोधी पार्टी वालों की अधिकांश की जो रोज़ी रोटी है, वह इसी व्यवसाय से चल रही है ।

मैं यह निवेदन करना चाहता हूं जब हमारी सरकार आई तो उसन देखा कि इस व्यवसाय में काम करने वाले कर्मचारियों के साथ इंसाफ़ नहीं हो रहा है, उनका शोषण हो रहा है, मनचाहे घंटे काम उन से लिया जाता है, मनचाहा वेतन उनको दिया जाता है, समय पर उनको वेतन मिलता है या नहीं, इसकी कोई परवा ही नहीं करता, खराब से खराब कंडिशंस इन वर्कर्स की है और इन सब चीज़ों को देखने के बाद और यह भी देख चुकने के बाद कि इस व्यवसाय में वर्कर्स की संख्या भी

[श्री रामसिंह भाई वर्मा]

बहुत ज्यादा है, उनकी दशा सुधारने का प्रयत्न हुआ । जब मनचाहे घंटे काम उन से लिया जाता है तो इसका नतीजा यह निकलता है कि एक्सीडेंट्स की संख्या बढ़ती है । इस अव्यवस्था के होते हुए भी यह व्यवसाय खूब फला फूला । लोगों ने व्यक्तिगत बहुत कमाई की । होते होते यह हालत हो गई कि रेलवे के साथ इसके कम्पीटीशन का सवाल पैदा हो गया और रेल व्यवसाय को भी इस अव्यवस्था के कारण काफी धक्का पहुंचा । यह स्वाभाविक ही था क्योंकि ट्रांस्पोर्ट व्यवसाय में कोई कायदे कानून नहीं थे, वेतन कब देना और कब नहीं देना इसका कोई नियम नहीं था, कोई सवाल नहीं था । ऐसी सूरत में देरी से ही सही लेकिन एक कानून हमारे माननीय मंत्री जी इस हाउस में लाये और वह ज्वायंट सिलैक्ट कमेटी के सामने गया जिसका मैं भी एक सदस्य था जहां पर उसकी एक एक धारा पर बहुत सावधानी से विचार हुआ और अब वहां से वह हाउस में आया है ।

मैं निवेदन करना चाहता हूं कि वर्कर्स के बारे में भी एक्ट बनें उनमें वर्कर्स की जो संख्या रखी गई, उन सभी एक्ट्स में मोटर ट्रांस्पोर्ट वर्कर्स का यह बिल ही एक ऐसा है कि जिस में सब से कम, यानी पांच की संख्या रखी गई है । अभी तक हमने फैक्ट्री एक्ट को भी जहां इतने व्यक्ति काम करते है, लागू नहीं किया है लेकिन इस बिल को जहां पर भी पांच या इससे अधिक व्यक्ति काम करते हैं, लागू करने हम जा रहे है । लेकिन मैं समझता हूं इस से भी कम वर्कर्स जहां काम करते हों, वहां पर भी इस कानून को हम लागू करें । उन को भी इस कानून का लाभ मिलना चाहिये । इस तरह से कुछ बातें ऐसी हैं जिन पर कि माननीय मंत्री जी को विचार करना होगा । मैं समझता हूं कि आगे जा कर इस व्यवसाय का राष्ट्रीयकरण किये बिना चारा ही नहीं है । आज भी बहुत सी स्टेटों के अन्दर स्टेट गवर्नमेंट्स इन सेवाओं को जनता को दे रही हैं । कहीं पर कारपोरेशन बन गई हैं और कहीं कहीं पर स्टेट गवर्नमेंट्स खुद चला रही हैं । इसमें कुछ छूट के अधिकार स्टेट गवर्नमेंट्स को दिये गये हैं । मुझे किसी की ईमानदारी के ऊपर शंका नहीं है लेकिन मैं इतना जरूर कहना चाहता हूं कि कहीं निन्यानवे के फेर में वे न पड़ जायें और सोचने लग जायें कि इस व्यवसाय के द्वारा स्टेट को ज्यादा से ज्यादा कमाई हो । इसलिए इस में जो छट देने की बात कही गई है वह छूट न देने लग जायें, इसको केन्द्रीय शासन को और खास तौर पर श्रम मंत्रालय को देखना चाहिये । आपको देखना चाहिये कि वर्कर्स के साथ इंसाफ हो ।

इस व्यवसाय में जहां व्यक्तिगत मालकी है और जिनकी एक ट्रक या एक बस भी चलती है, उसमें भी जो पांच से कम वर्कर काम करते हैं, उनको भी इसका लाभ मिलना चाहिये था । वह लाभ उसे मिला नहीं है । जो भी एविडस श्रम संस्थाओं की तरफ से या मोटर बस मालिकों की तरफ से आये हैं उन सब से एक बात साफ हो गई है और वह यह कि जो बड़े बड़े कनसर्न हैं उन में प्राफिट मार्जिन बहुत कम होता है और जितने भी छोटे छोटे व्यक्तिगत कनसर्न हैं, उन में प्राफिट मार्जिन अधिक होता है । जहां प्राफिट मार्जिन बहुत ज्यादा है, उन में काम करने वाले श्रमिकों को इस कानून का फायदा मिलने वाला नहीं है क्योंकि किसी बस के ऊपर, जब एक व्यक्ति एक बस चला रहा होता है, दो या तीन और एक बस या ट्रक पर औसतन दो आदमियों से ज्यादा काम नहीं करते हैं । इस बिल में यह कहा गया है कि जहां पांच या पांच से ज्यादा काम करने वाले होंगे वहीं पर यह लागू होगा हालांकि स्टेट गवर्नमेंट्स को इस रिपोर्ट में यह अधिकार दिया है कि वे चाहें तो उससे कम के ऊपर भी इसे लागू कर सकती हैं,

जहां एक आदमी भी काम करता है, वहां भी लागू कर सकती हैं। मैं निवेदन करना चाहता हूं कि केन्द्रीय शासन को स्टेटों को यह डायरेक्शन देना चाहिये कि अधिक से अधिक इस व्यवसाय में काम करने वाले श्रमिकों को इस कानून का फायदा मिले, ऐसी व्यवस्था उन्हें करनी चाहिये ।

दूसरी बात मैं यह कहना चाहता हूं कि ३१ दिसम्बर १९६१ तक इसे अमल में लाने की मुद्दत रखी गई है, यानी बारह महीने से भी अधिक का समय है जिस में वे इसको लागू कर सकती हैं। देखना यह है कि कहीं ऐसा न हो कि किसी के पास अगर दो या तीन या चार बसें हैं और पांच से अधिक आदमी उसमें काम करते हैं, तो एक को वह अपनी पत्नी के नाम कर दे, दूसरी को अपने छोकरे के नाम कर दे, और कई हिस्सों में बांट दे, तीसरी को किसी दूसरे के नाम कर दे और अलग अलग उनके नामों से परमिट या लाइसेंस बनवा ले ताकि वह इस कानून की ज़द से छूट जाये। ऐसा न हो कि बड़े बड़े कनसर्न छोटे छोटे रूपों में हमारे सामने आ जायें और इस कानून की पकड़ से बच जायें। भले यह कानून ३१ दिसम्बर, १९६१ से लागू हो लेकिन स्टेट गवर्नमेंट्स को अभी से यह देखने की जरूरत है कि ऐसी हरकतें इस व्यवसाय वाले न करने लग जायें ।

कुछ बातें ऐसी भी हैं कि जिन से इस कानून के बन जाने पर इस व्यवसाय में काम करने वाले श्रमिकों के ऊपर अन्याय भी हो सकता है। जो समानता के आधार पर आज काम कर रहे हैं, एक गवर्नमेंट की ट्रांस्पोर्ट सर्विस है, उसके दो हिस्से हैं, वे दोनों समानता से काम करते हैं, तो कहीं ऐसा न हो कि जब इस बिल को कानूनी रूप दे दिया जाये तो उन में भी असमानता पैदा हो जाये। इस दृष्टि से मैंने कुछ संशोधन क्लाजिज़ १६ और २६ के अन्दर दिये हैं और जब वे क्लाजिज़ आयेंगी तो उस वक्त मैं उन संशोधनों के बारे में निवेदन करूंगा। लेकिन ज्वायंट सिलैक्ट कमेटी के सामने भी मैंने यह बार बार निवेदन किया था और अब फिर माननीय मंत्री जी की सेवा में निवेदन करना चाहता हूं कि उन संशोधनों के ऊपर वे सहानुभूति के साथ विचार करें

डा० मा० श्री० अणे : क्या हैं?

श्री रामसिंह भाई वर्मा : एक मेरी एमेंडमेंट स्प्रेड ओवर के बारे में है। फक्ट्री एक्ट के अन्दर स्प्रेड ओवर आज साढ़े दस घंटे का है। मजदूरों के सम्बन्ध में और भी अलग अलग कानून बने हैं, खास तौर पर जो फैक्ट्री एक्ट है, उस के आधार पर, अगर गुमाश्तों को छोड़ दिया जाय तो, स्प्रेड ओवर करीब साढ़े दस घंटे के आता है। यह व्यवस्था भी ऐसी है जो फैक्ट्री ऐक्ट से मिलती जुलती है। अगर जैसा इस में है स्प्रेड ओवर बारह घंटे का रख दिया जाये तो उस से वरकर्स का खर्च भी ज्यादा होगा, उन को नुकसान भी ज्यादा पहुंचेगा और तकलीफ भी ज्यादा होगी ।

इसी प्रकार से एक जगह वेतन के स्थान पर माइलेज अलाउंस मिलता है। किसी जगह पर डिअरनेस अलाउंस की जगह किसी जगह वेतन के स्थान पर माइलेज अलाउंस मिलता है। तो ओवर टाइम के काम का माइलेज अलाउन्स को अगर वेतन के अन्दर नहीं गिनेंगे तो उस में लोगों को बहुत कम पैसा मिलेगा क्योंकि कोचीन हाई कोर्ट ने एक ऐसा जजमेंट दिया है कि माइलेज अलाउंस वेतन में शामिल नहीं होता। पेमेंट आफ वेजेज ऐक्ट में जो वेतन की व्याख्या है उस में माइलेज अलाउंस नहीं है। इस के बारे में भी मैं ने अमेंडमेंट दिया है और जब क्लाजेज आयेंगे तब मैं इस पर कहूंगा ।

मैं मानता हूं कि इन दोनों बातों को देखते हुए इस ज्वायेंट स्लेक्ट कमेटी की रिपोर्ट के अन्दर मोटर ट्रांस्पोर्ट वर्कर्स के सम्बन्ध में जो रखा गया है वह बहुत ही स्वागत योग्य है और इस धंधे में काम करने वाले हमारे देश के सभी श्रमिकों को इस व्यवस्था में शामिल

[श्री रामसिंह भाई वर्मा]

कर लिया जाये तो लाभ ही होगा । इन शब्दों के साथ मैं इस विधेयक का स्वागत और समथन करता हूं ।

Shri Goray: Sir, I am not one of those political workers who own a truck, nor am I a motor transport worker, still I would like to welcome this Bill and I would like to say that it is not coming a day too soon. I think with the development of the country and industrial expansion, more and more responsibilities will be thrown on motor transport. I am really sorry that while planning, we have not taken into consideration, the important role that road transport is playing. It appears that the railways are being treated as a pet child. In every country, not only in India, but in the west also, it is the road transport that is carrying more passengers and goods, because roads have improved and road transport gives a quicker, cheaper and more convenient service too. Therefore, I have no doubt that during the next five years, road transport in India will grow perhaps 100 or even 200 per cent and proportionately, transport workers will also increase.

There are only two or three suggestions that I would make because this is one of those Bills where the ruling party and the Opposition do not have much of difference. They have almost seen eye to eye and that is why speakers on both sides have not much differed. Firstly, I would like to refer to the date by which this particular enactment would be enforced throughout India. I agree with the previous speaker that the period of one year given for the various States to enforce this enactment appears a bit too long, because there have been instances where, to avoid the clutches of the law based on similar assumptions, the entrepreneurs have not hesitated to make fake divisions of their property or their industry.

The hon. Minister knows such cases very well, because he comes from the Bombay State, which has now been divided. Still, at that time, in Surat, when a particular enactment was made applicable to the powerlooms, at once the Surat industrialists tried to split up their industry into fractions, so that the enactment may not be made applicable to them. So, similar things may happen in this industry also. Therefore, I think whatever objective the Government have in view would be perhaps defeated if we try to give the motor transport owners too long a period.

The same can be said about this particular Act being made applicable to undertakings employing five or more transport workers. I know there is a proviso which says that if the State Government think it proper, they can make this particular clause applicable to other undertakings also. I think it would have been much better if, instead of having this clause with a proviso, we had flatly said that this rule will be made applicable uniformly, whether there are five or less number of transport workers. That would have avoided a lot of trouble and plugged many a loophole.

About hours of work, I think it is not a correct assumption that whether the road transport is being plied in the cities like Bombay or in open country, the hours of work should be the same. Those people who are coming from the hills would substantiate that four hours' driving on hill track is almost equal to ten hours' driving on flat surface. Only yesterday a question was put in this House about the Dehra Dun-Badrinath Road. I had the opportunity of travelling over that road very recently. I went from Rishikesh to Tehri, from Tehri to Pawadi Garhwal and from there to Gochar. Believe me, my heart was in my throat while the transport was negotiating the curves and gradients, which were so steep that I thought any moment the bus would topple

over. On such roads, which are likely to multiply because we are going to have expansion of communications, four or five hours' driving is quite enough. It is enough to exhaust the driver, because he has to be so much attentive at the wheels that he cannot take his eyes off the road at all.

The same can be said about cities like Bombay and Calcutta where at every step he has to change the gear and be extremely attentive. Therefore, there should not be a uniform rule made applicable to all roads and driving at peak hours or at other time. All these things will have to be taken into consideration. I feel we would be doing justice to motor transport workers if we sought to make a difference between drivers who are working on hill tracks and those on the plains. Therefore, I would like to suggest, if it is possible, even now the Minister should think whether he could not make a distinction between the two areas.

About the spread over also I do not know why 12 hours have been allowed. It is not necessary to cite the Factories Act. I would only say that the Minister should take into account the agreements which have been arrived at between the various State-managed road transport authorities and the unions that represent the workers. For instance, in Bombay—now Maharashtra and Gujarat—the union represented by the Congress and the management representing the State transport have agreed that it should be 10½ hours. If that is so, I do not see any reason why while legislating here we should say that 12 hours should be the spread over. When the management as well as the unions of motor transport workers have come to a decision, which has been acceptable to both the sides, I do not see any reason why we should go beyond it and say that 12 hours should be the spread over. Therefore, I plead that even now it is not too late and we can incorporate in this legislation that has been agreed to by the workers as well as by the management.

Coming to the other clauses, I admit that this is one of those legislations which it will be very difficult to enforce. Because the road transport is being plied in the nooks and corners of this country, it will be a difficult piece of legislation to enforce. Therefore, when we were sitting in the Joint Committee—you, Sir, being the Chairman you will remember it well—some people were arguing that we should not have such a piece of legislation at all, because it is likely to be followed more in breach than in its observance. I do not agree with that view. I welcome it because we must make a start. I wish that such legislations which bring benefits to a large number of workers should be enacted more and more, because new categories of workers will be coming up, who have not been covered by the legislation we have enacted so far. It should be the duty of this House to see that as and when new categories of workers come up because of our industrial plans and development, we give them proper benefits so that they derive the maximum benefit which is available to other categories of workers, for instance, those working in the railways and some other transport organisations. I think this is the only way in which we shall be doing justice to the workers from whom we expect so much. I once again thank you for giving me an opportunity and the Minister for bringing forward such a legislation.

श्री आसर (रत्नागिरि) : सभापति महोदय, मोटर ट्रांस्पोर्ट वरकर्स बिल, जो सदन के सामने आया है उस का मैं स्वागत करता हूं। वरकर्स की ओर से बहुत दिनों से यह मांग थी कि ऐसा एक कंसालिडेटेड बिल सेंटर की ओर से आना आवश्यक है। उस मांग को आज हम पूरा करने जा रहे हैं।

इस बिल को प्रवर समिति को भेजा गया और वहां बहुत सी बातों पर विचार किया गया। लेकिन इस में कुछ कमियां रहने के कारण आज उन के बारे में यहां चर्चा हो

[श्री आसर]

रही है। अगर इन कमियों पर भी प्रवर समिति ने विचार कर लिया होता तो बहुत अच्छा होता।

एक ो इस में यह कमी है कि एक वर्ष का समय इस के इम्प्लीमेंटेशन के लिये दिया गया है। यह बहुत ज्यादा है। सरकार जानती है कि आज हमारे प्राइवेट सेक्टर वालों ो यह प्रवृत्ति है कि जो भी लूपहोल होता है उस का लाभ उठाते हैं। इसलिये वे इस एक वर्ष के समय का भी लाभ उठावेंगे। तो मेरी प्रार्थना है कि मंत्री जी इस पर विचार करें और जो यह एक वर्ष का समय रखा गया है इस को कम करें।

दूसरे मुझे आवर्स आफ वर्क के बारे में कहना है। हम ने इस में आठ घंटे का समय काम करने के लिये रखा है। लेकिन इस बात पर विचार करना चाहिये कि मोटर ट्रांस्पोर्ट वर्कर्स को किन परिस्थितियों में काम करना पड़ता है और उन का काम कितनी परेशानी और जिम्मेदारी का है। जिन रास्तों पर मोटर चलते हैं वे कितने खराब होते हैं। हम भी जब प्रवास करते हैं तो दो चार घंटे के बाद हम थक जाते हैं। लेकिन इन लोगों को तो आठ घंटे काम करना पड़ेगा। तो इन के काम के घंटे कम करने पर विचार किया जाये। मेरा तो कहना है कि आठ घंटे के बजाय सात घंटे का समय रखा जाये। बम्बई में स्टट ओन्ड मोटर ट्रांस्पोर्ट है वहां भी आठ घंटे बम्का बताया जाता है। मैं अपने स्थान से बम्बई आता हूं तो उस में दस घंटे का समय गता है। मैं ने ड्राइवर से पूछा कि पहले तो तुम महाड में चेंज करते थे अब क्यों नहीं करते। तो उस ने कहा कि हमारी सरविस आठ घंटे की ही गिनी जाती है और जो बीच में आध आध घट के लिए तीन जगह गाड़ी रुकी रहती है उस को हमारी सरविस में नहीं गिना जाता है और कहा जाता है कि यह स्टापेज तो मुसाफरों की सहूलियत के लिए है और इस को सरविस में नहीं गिना जायेगा। इस तरह से उन की सरवस में डेढ़ घंटा कम हो जाता है और उन की सरविस ८ घंटे की ही मानी जा ी है और उन को ओवरटाइम का पैसा नहीं दिया जाता। यह स्थिति तो आज सरकार ारा चलाई गई कम्पनियों की है। जैसे प्राइवेट सेक्टर इस का लाभ उठाता है उसी तरह गवर्नमेंट कारपोरेशन इस का लाभ उठाते हैं। इस बारे में कोई विचार नहीं किया गया है। हम ने आठ घंटे का समय रखा है लेकिन इस में छुट्टी को शामिल नहीं किया जाता। बीच में जो गाड़ी रुकती है उस को सरविस में नहीं गिना जाता। इस के बारे में विचार करना चाहिये। यह भी एक लूपहोल है।

जो मोटरें हिली रास्तों पर चलती हैं उन का काम बहुत ज्यादा परेशानी और जिम्मेदारी का है। वहां आठ घंटे काम करना बहुत कठिन है। मेरी प्रार्थना है कि इस पर विचार किया जाये। उन पर काम बहुत ज्यादा पड़ता है और इसी कारण रोज सुनने में आता है कि एक्सीडेंट हो गया। इस वजह से अनेक पैसेंजर मरते हैं। इस का मुख्य कारण ोवरटाइम काम है। उन को बहुत ज्यादा काम दिया जाता है जिस को वह नहीं कर सकते। इस पर ध्यान देना चाहिये। जैसा मैं ने कहा आप को काम के घंटे आठ के बजाय ७ करने चाहियें।

दूसरे पीक आवर में जो दस घंटे का समय रखा गया है मैं इस का विरोध करता हूं। पीक आवर कौन सा हो, कौन सा न हो यह हम ने तो किया नहीं है। जो अफसर होंगे वही तै करेंगे कि पीक आवर क्या है। बम्बई और अन्य बड़े शहरों में ट्रांस्पोर्ट इतना बढ़ गया है कि हर समय पीक अवर रहा करता है। मेरा विचार है कि इस पीक अवर का नाम ले कर ज्यादा ड्यूटी लेने का प्रयत्न किया गया है। तो इस बारे में भी विचार किया जाये।

इस बिल में स्प्रैड ओवर की जो बात बताई गई है मैं उस का विरोध करता हूं। मोटर ट्रांसपोर्ट वर्कर्स का काम बड़ी जिम्मेदारी का काम है। बस ओपरेटर्स और ट्रक ड्राइवर्स का काम बड़ा महत्वपूर्ण और जिम्मेदारी का काम है और एक कठिन काम है और इस नाते स्प्रैड ओवर में उन के लिये ज्यादा काम के घंटे नियत करना ठीक और उचित नहीं होगा और यह जो उन के वास्ते १२ घंटे का स्प्रैड ओवर रक्खा है वह ज्यादा है। इस सम्बन्ध में जैसे श्री रामसिंह भाई वर्मा ने अपने नोट ऑफ डिस्सैंट में बताया है कि फैक्टरीज में भी और अन्य स्थानों पर भी जहां पर कि विशेष जिम्मेदारी का काम नहीं रहता है वहां पर भी वर्कर्स के लिये साढ़े दस घंटे का स्प्रैड ओवर रहता है। फिर यह तो बस ओपरेटर्स और ट्रक ड्राइवर्स का जोकि ट्रांसपोर्ट में काम करते हैं विशेष महत्व का काम है और इन के कुशलतापूर्वक ड्यूटी अंजाम देने पर सैकड़ों, हजारों और लाखों यात्रियों की जान की सुरक्षा का हमेशा संबंध रहता है इसलिये उन के वास्ते साढ़े दस घंटे या दस घंटे का ही समय रक्खा जाय और मैं चाहता हूं कि यह स्प्रैड ओवर में जो साढ़े १२ घंटे रक्खे हैं उन को घटा कर साढ़े १० घंटे का समय रक्खा जाय।

13 hrs.

क्लाज नम्बर २७ में वर्कर्स की छुट्टी का जिक्र आया है। मैं समझता हूं कि मंत्री महोदय स्वयं वास्तविक स्थिति से पूरी तरह परिचित होंगे और मुझे यह कहने की आवश्यकता नहीं होनी चाहिये कि यह मोटर ट्रान्सपोर्ट का काम इतना कठिन और परेशानी का काम है कि वहां पर १०, १५ दिन की छुट्टी की व्यवस्था रखना पर्याप्त नहीं होगा। १०, १५ दिन की छुट्टी उन के वास्ते काफी नहीं होगी, कम होगी और उन की छुट्टियों की तादाद बढ़ा कर २० दिन कर देनी चाहिये। मैं समझता हूं कि मंत्री महोदय को इस का पता ही होगा कि ओपरेटर्स, बस ड्राइवर्स और ट्रक ड्राइवर्स वगैरह को अक्सर टी० बी० हो जाया करती है, वे ज्यादातर टी० बी० में सफर करते हैं और ऐसा इस कारण होता है कि उन को जितना आराम मिलना चाहिये वह नहीं मिल पाता है। केवल १०, १५ दिन की छुट्टी देने से उन को आवश्यक विश्राम नहीं मिल पायेगा और उन के स्वास्थ्य के हित में यह जरूरी है कि उन के लिये २० दिन की छुट्टी की व्यवस्था हो जसाकि डिस्सैंटिंग नोट में लिखा है।

जहां तक इस बिल की मूल भावनाओं का सम्बन्ध है मैं उन का स्वागत करता हूं और मैं चाहता हूं कि इस धंधे में लगे वर्कर्स की हालत को बेहतर बनाया जाय और उन को उचित और आवश्यक सुविधायें दिलवाई जाये। लेकिन इस के साथ यह भी जरूरी है कि इस बिल में जो लपहोल्स हैं और जिन में से कि कुछ का मैं ने संकेत भी दिया है उन को ठीक करने का प्रयत्न किया जाय ताकि हम अपने उद्देश्य में सफल हो सकें। यह जरूरी हो जाता है कि जब हम उस ऐक्ट का अमल राज्य सरकारों, कारपोरेशन्स और अन्य लोगों से कराना चाहते हैं तब इस में जो अभी लूपहोल्स बाकी रह गये हैं उन को ठीक किया जाय।

मैं इस बिल का स्वागत और समर्थन करता हूं लेकिन स्वागत करते समय मैं ने जो चन्द सुझाव दिये हैं मसलन् उन के काम के घंटों में कमी, छुट्टी की अवधि बढ़ाने संबंधी जो सुझाव दिये हैं उन पर सरकार सहानुभूतिपूर्वक विचार करे।

Shri Oza (Zalwad): Mr. Chairman, we all know that in spite of the great handicaps under which road transport is functioning in this country, it has a very bright future. There are so many restrictions on road transport in India, from the Centre and also from the State Governments. There are restrictions on the tonnage that they could carry, restrictions on the size of the axle, restrictions on carrying a trailer and on top of that,

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very bad roads. In spite of all that, we know that road transport system is going to develop very fast in this country. That is also the experience in western countries where railways are becoming more and more obsolete. They are finding it more and more uneconomic to run the railway system in certain countries and the railway systems are being scrapped because road transport is found to be more economic and more convenient and it is also more beneficial to all persons concerned, both from the point of view of passenger traffic and goods traffic. In this country, we know that there are so many other difficulties also that road transport has to face. It is good that the Government has thought it fit to bring this legislation.

I entirely agree with the previous speaker that those workers who are employed in this particular industry are of the nature of sweated labour. They are not employed in very large numbers as is done in factories that they can come together and form a union and protect their rights. They are dispersed among several units with the result that they are weak and cannot organise themselves. There is the fear of victimisation also. Therefore, it was necessary to protect the workers who are employed in this particular industry.

If you ask any employee who is working in this system, he would say that bad roads and bad vehicles are his greatest enemies. It is true that because of the spread over being very long and because he is denied certain amenities, he has got to be protected and it is good that we have brought this legislation. I entirely agree with that. Because of bad roads and the consequent frequent breakdown of the vehicles, these poor employees are suffering a lot of hardship. There are ramshackle vehicles running on apologies of good roads and that causes a lot of strain to them. The first priority that they would put would be on good conditions of the vehicles. We know that the proprietors, in their desire to earn more and more profits and spend less and less, do not keep their vehicles in a very good and sound condition. They do not replace the parts that should be replaced, in time, with the result that both the drivers and cleaners and other people are often stranded on the roads and put to a lot of trouble.

Going through the Bill as it has emerged from the Joint Committee, I do not find any provision for this type of difficulty that is being faced. It may be said that it is the duty of the motor transport staff, the Inspectors, to declare those vehicles to be unfit and that they cannot be plied. There should have been some provision by which where a vehicle breaks down frequently and because of that the employees suffer, the employers should be forced to give some more remuneration by way of solatium to these employees.

It was argued that the date fixed for the implementation of the Act is rather very far off and it should have been earlier. It was argued further that certain employers will try to evade compliance with the Act and find out some loopholes here and there. On the contrary, I feel, it is good that the Government has fixed 1st December 1961 as the date on which they are going to implement this Act. Because, as it has been our experience, unless they have got good machinery for implementing the Act, it is no use rushing in and bringing into effect the provisions of the Act. It leads to so many complications and sometimes frustration also amongst the very people for whose benefit we are bringing this legislation. Therefore, it is very good that they have put this date a bit away. Let us hope that, in the meantime, the Government will start the preliminary work setting the whole thing in order so that the inspecting staff is there, other machinery is also

there to go into operation as soon as the Act comes into force.

Of all the provisions, the best provision that appealed to me was the provision made in Chapter IV about welfare and health of the employees employed in this industry. Provision has been made by clause 8 for establishing canteens where 100 or more transport workers are employed. I am sure, in course of time, as this industry progresses, we will bring down the number, instead of 100 to less. But, to start with, I think that is a good provision. I like clause 9 very much in particular, which runs as follows.

> "In every place wherein motor transport workers employed in a motor transport undertaking are required to halt at night, there shall be provided and maintained by the employer for the use of those motor transport workers such number of rest rooms or such other suitable alternative accommodation, as may be prescribed."

That is a very healthy provision. We know that these poor employees have just to accommodate themselves in the vehicles themselves at night or in the afternoon in winter, in the monsoon and also in summer. So, it is good that by legislation we are now providing some shelter for them, where they can rest and recuperate themselves and undertake their work in a healthier way. We know that during the course of duty they have to do all sorts of work, and because of that their dress also gets spoiled. So, it is good that uniforms will have to be provided and washed regularly. I also like the provision for medical and first-aid facilities.

These are all welcome provisions. Let us urge upon the Government to see that they set up the machinery for inspection to see that all these healthy provisions are given effect to and that the employees get the benefits of the legislation as contemplated by this House.

Shri Warior (Trichur): I welcome this Bill although it has come much later than we expected. This Bill has a history of its own. My hon. friend Shri A. K. Kopalan had introduced a Bill in the House sometime in 1957 I think. Before that Shri T. B. Vittal Rao had also moved a Bill in this House incorporating certain recommendations to make the lot of the road transport workers better.

Before going into the merits of the Bill as it has emerged from the Joint Committee, for the information of the House I may be permitted to quote a few lines from the report of the Indian Productivity Team which had gone into this question in West Germany, UK and USA, under the auspices of the National Productivity Council of India. In that report of September, 1960, at page 18 they summarise their findings as far as labour is concerned. In paragraph 15 they say:

> "A sound trade union movement is conducive to productivity. Working conditions in Western countries are good, and the workers are generally cheerful and hardworking. They are disciplined and do not need much supervision."

In the next paragraph they say:

> "Every worker is covered by various types of insurance, and he feels assured of his future. This and his high sense of responsibility and discipline contribute to the high efficiency witnessed."

Then again:

> "Industrial relations between the management and unions are generally cordial, and they definitely believe that disputes can be solved by discussion round the table and by mutual agreement."

> "Paid holidays in an the three countries do not exceed eight in a year. Vacation with pay is provided for a maximum of three

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working weeks after five years of service."

"So long as the worker does his job without complaint, his seniority in service is respected and he is given protection."

"In long-distance haulage, a relief driver often sleeps in the vehicle in the USA and West Germany and the time he is asleep is regarded as rest time."

These are some of the conditions obtaining in the above mentioned highly advanced countries. These must also be our aims and objectives. They show the way we have to go. The working conditions of the workers must keep pace with the development of the economy that we have undertaken.

At present, there is no regular survey or thorough enquiry made into the working conditions of the transport workers. The transport industry itself started in a haphazard manner, and is developing in its own way. Only recently we had the great fortune of the Masani Committee Report. That of course dealt more with the industry from the point of view of investors than with the workers in the industry. But from that report we know that compared to other advanced countries we are at the bottom of the list, we also know the direction in which the industry is developing.

Not only that. With the introduction of diesel engines, the industry is making really good profits not only for the investor, but also to the worker in the industry to some extent. Generally, investors seek this industry for more and more investment. There is also the tendency in this industry for people having big fleets of vehicles to concentrate all the transport, both in passenger and goods traffic, in their own hands. In certain regions and States, the regional transport authorities are instructed that more and more licences should be issued only to non-fleet owners, that is those having one or two trucks or buses. But in the long run we find that even these licences go into the hands of these fleet-owners, and thus a monopoly is created in this industry in almost every State.

Moreover, the railways are not catering to the needs of transport in the country. Their capacity has not grown with the needs of the country which have grown because of our development, starting of heavy industries etc. Though the Masani Committee has, in its own way, painted a picture of the difficulties this industry is facing, on the whole this industry is not going down, but is developing. The very fact that it is expanding is clear proof that there is something worth while in the industry for the investors to put their money in it.

But this must be a co-ordinated affair. Unless the working conditions of the employees in this industry are improved, the roads are properly maintained and Government follows a proper policy in fixing prices of oil and in regard to spare parts, the benefit of this expansion and the profits accruing from it cannot go to the hands of labour, the conditions of labour cannot be improved. Hence it is that we have always requested the Ministry to make a thorough survey or enquiry into the industry to know where we stand actually as far as the workers are concerned.

Let me give a simple instance. The Railway has been complaining in season and and out of season, in this House and outside, that the cream of traffic has been taken over by the road transport industry and that the railways are starved as far as profit out of that transport is concerned. At the same time we know there are very many difficulties which these transport workers are actually experiencing. It is not so much the owners who have to face all these

difficulties, but it is the workers who have to bear the brunt of this burden.

If you see the vehicles plying on the roads, you will find that vehicular restriction is often not observed. I can give instances after instances of lorries or trucks taking big logs of wood from the hills down to the plains; their prescribed vehicular capacity may be only three tons, but they take five tons and ply on the main road. Sometimes, in the midnight there is a breakdown. Then, the whole staff, that is, the cleaner, the conductor and the driver have to go under the truck and repair it as it is on the road, in the middle of the road, blocking even the other traffic, and then take the lorry.

As for spare parts, generally, they are not available. More than this, as I have mentioned on an earlier occasion, all the condemned buses are converted into trucks. According to the regulations, the buses are condemned after a certain number of years, and those buses are transformed into trucks, and it is these old and ramshakled buses which are plying on the roads as trucks carrying all this goods traffic.

A new set of offices have also come into existence in road transport. The Road Transport committee also have had occasion to discover them, and mention has been made of them in their report. The goods traffic to several places is taken in these trucks, and there are offices set up in different centres for this purpose. These offices are at times the shop-rooms in the centre of the town, and there are persons employed in it. It is easier to get the goods transported in these vehicles from different centres, especially the small parts. These offices do not have the paraphernalia or the equipment of a regular office, and they do not come under the rules and regulations of the traffic. Thus, a new set of workers have come in the transport industry. These people are always finding it difficult to carry on their business, because there are no proper offices, no proper locations and so on. This system is in vogue in so many other countries also, and the Productivity Team which had been abroad have referred to this and said that regulations should be made in regard to these offices so that these offices may be set up in good conditions, and the public and the agencies that transact this business may have all convenience in them. There are certain amendments made in respect of these new workers in the Bill as it has emerged from the Joint Committee, and I shall come to them presently.

In the light of what I have said, I would submit that it is absolutely necessary that the enquiry should not be delayed. On a rough calculation, we find that there will be about half a million workers employed in this industry, but this number is only regarding the running staff. Actually, there will be more than 800,000 workers, because a new set of workers have also come into being, and besides, especially in the present condition of scarcity of spare parts, the road transport industry is obliged to have more workshops than they would ordinarily have; and in every workshop they should have adequate spare parts. Unfortunately, the cry today is that in the spare parts market, blackmarket is so much rampant that they take to ingenious methods to somehow make the vehicles run and then hand them over to the drivers and the conductors, and thereafter, it is the responsibility of the drivers and the conductors to see that the vehicles are kept running. Under such conditions, it is very necessary that this enquiry must be made. Then only we can know, in the first instance, how far this enactment will have benefited the 800,000 workers in this industry. Further, this Bill is a new thing so far as the motor transport workers are concerned. The industry is also in an unorganised condition. Only after this measure is put into effect, we can

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know how far it has benefited the workers, and what further amendments must be moved and accepted by Government, or what further amendments should be moved by Government on their own, and what rules and regulations have to be framed in order to get this measure implemented in all sectors, in all regions and in all States, so that the benefits will go to the workers who are most concerned in this industry.

Having said so much, I shall now come to the Bill proper. While speaking on the motion for reference of this Bill to a Joint Committee, Shri Tangamani had made certain suggestions. I find that some of them have been accepted, and some others rejected.

The first suggestion was that this enactment should be made applicable to the State of Jammu and Kashmir. But that has not been done now. I do not know the legal aspects of the matter. Anyway, I hope that in the long run, this measure will be applicable to the State of Jammu and Kashmir also. Such enactments have come before; likewise, I hope that after some time, there will be an amending Bill with one clause saying that this measure will also apply to the State of Jammu and Kashmir.

As for the date-line, there has been a welcome amendment, because it is now provided in clause 1(3) that:

> "It shall come into force on such date, not being later than the 31st day of December, 1961 . . .".

It is a salutary amendment, because otherwise, the Central Government will not be in a position to enforce it and the whole thing will be left to the various agencies of the State Governments.

Then, I do not know whether the term 'motor transport workers' will cover also those new categories of workers to whom I have made a reference a little while ago. There are workers in the parcel wing of the road transport industry, in the new offices that have been set up, where labourers are employed; besides clerks, accountants etc. are also employed in these depots. I do not know whether the word 'depot' will be applicable to those new offices also. If the term does not cover them, I think they must be brought within the purview of this definition. All such workers must be brought within the meaning of the term 'motor transport workers'.

I can give several instances to show how these employees also are subjected to the same conditions of work as the running staff. They work for long hours, because the parcels and mails may arrive at odd hours also, and they have to wait. Even shift system is not there. Therefore, they have to face so many difficulties. If they are covered by the definition, then I am very happy to know that. But if they are not covered, then I hope the hon. Minister will be pleased to think about it.

About the distinction to be made between these employees, I would submit that there is need for it because all roads and all regions are not the same. Not only in the Himalayan regions, but even in our own State, for instance, the plains are very narrow. It consists more of hilly tracks, and almost all the roads excepting the main road going through the plains are to the hills. Our main income is also from the hills. The hill produce are brought to the harbour side or to the railway side from where they could be exported. Therefore, the lorries and trucks carrying these goods and the buses carrying the passengers all ply under very hazardous conditions. They may not be so hazardous as in the Himalayan regions, but they are bad enough to cause damage and accidents. There are hair-pin bends throughout the Western Ghats, and thus have to

ply on them. Besides, they are now taking the load from the Western Coast to the interior as well, because of the dearth of wagon capacity in the railways. The workers employed in this region are quite different from those employed in the plains, not the workers in the main cities, but especially those workers who are plying the vehicles on long roads which are more or less kept in better conditions. Especially, in Kerala, the roads are in a deplorable condition, because the State Government cannot maintain these roads in proper condition without big subsidies from the Centre. That is a fact. The Centre gets all the benefits, but the disadvantages are to be borne by the State. For instance, almost all the hill produce is exported. Teakwood is exported, rubber is not exported but it is sent to other parts of the country, and then there are tea and cardamum. All this produce comes from the hills. The roads through which they are transported are only very small and narrow full of dangerous twists and turns and never maintained in proper orders. If these roads are clasified by the road transport authorities, they will be classified as fit for concreting or at least coal-tarring. But that has not been done. Ordinary metalling is done once in five years or so. There are many ditches. Our humorous people used to plant plantain trees in the holes during the rainy season, because the holes will be that much deep. Such is the condition of the roads. If they are kept in proper condition, it is all right. Otherwise, these workers must be put in a different category and more consideration shown towards them. They must not be compelled to drive the vehicle or be in the vehicle for more than 4 or 5 hours. Even that is too much.

If you go along the Kottayam road which is the road traversing the hilly tracts for us from the Cochin Harbour to Trivandrum, the capital of the State of Kerala, if you sit in a bus for 8 or 10 hours to cover that distance, by the time you reach destination, even by just sitting in the bus, you will feel as if the spinal bone is broken. Then what will be the condition of the drivers who will have to change the gear, apply the brake and the accelerator at every turn. So it is a hazardous job. Shri Goray has described it aptly. If he just winks during such turns or twists, the vehicle will fall into a ditch down the precipice. So these workers must be put in a different category.

So is the case with city workers. In the city bus service, there are more stops. At every lamp post, they have to stop and then start. It is more difficult than running the bus at a level speed. These workers should also be put in a separate category and their working hours must also be reduced.

Then I come to the long-distance service. These workers working on these long distance services must be given some substitutes to take charge when they feel tired. Here also, if there is a slip in the steering, in one second everything collapses. I have seen on the Asansol road so many vehicles go down into the ditches. These buses ply from Delhi to Calcutta. It is not a small distance. Goods are transported to Calcutta. By one wink on the part of the driver, the bus goes out of control and the vehicle goes down into a ditch. Such is the condition of the drivers. So these workers must be given substitutes to take charge as soon as they feel tired or when their working hours are over.

I also join other hon. Members who have said that the spread-over must not be 12. When this enactment was made, I do not know whether it was looked into that this conformed to the criterion laid down by the I.L.O. The I.L.O. has specified these working hours. India as a member of that organisation has, I believe, accepted the Convention. If that be the case, why should we not adhere to the recommendations contained in that convention?

The Deputy Minister of Labour (Shri Abid Ali): How much is it?

Shri Warior: I think these hours are not in conformity with what the I.L.O. has recommended.

Shri Abid Ali: That information is wrong.

Shri Warior: If it is wrong, I stand corrected. I will have the benefit of the correct information from the Minister. If these hours are not in conformity with the I.L.O.'s recommendations, then only my words should be taken by the Minister more leniently and provision made in accordance with that. The spread over work should not be 12 hours. Even 10½ hours are too much in the long run.

A private Member's Bill was introduced in this House in 1957. It has taken five years for Government to bring forward this measure. In these five years, how much water has flowed down the Ganges? How much has our road transport improved and how much has road transport widened in its scope? This enactment has come much too late, years after the necessity for it. By the time this amendment of 12 hours comes into effect, the crying need will be for making it 8 hours. Why should the Labour Ministry—I can understand any other Ministry doing like this—which should always go ahead of the demands of the workers fight shy of this? They should not be so conservative. At least the Labour Ministry must be more liberal.

An Hon. Member: It is the same Government.

Shri Warior: Even with all these things, I welcome this Bill and hope that it will be implemented by all the States as soon as possible. I also hope that not only the Labour Ministry but other Ministries will co-operate in seeing that the provisions of this Bill are implemented in such a way that the entire benefit of road transport expansion will go to the workers.

Shri Supakar (Sambalpur): This Bill seeks to provide a good deal of amenities to the motor transport workers and so far as it goes in that direction, it is a most welcome measure. There has been a certain amount of criticism of this Bill. More than the criticism that has been offered by other Members, I would say that we should try to strike a balance between the needs of the motor transport workers for greater and greater amenities and the need for expansion of road transport itself. If the grant of all these amenities would hamper the proper growth at a rapid pace of the road transport industry, I believe it may do more harm to the motor transport workers than good. In this sense, I believe we should have given a little more latitude to the State Governments who will be in charge of the implementation of the Bill. Of course, much doubt was expressed by some Members in the Joint Committee about the *bona fides* of the State Governments on account of their being the main road transport operators in the respective States and not being so solicitous of the interest and welfare of the motor transport workers as we expect them to be. That is the reason why we, in the Joint Committee, were very suspicious of the State Governments and restricted their powers, firstly, so far as fixing the time limit for the coming into operation of this Act and, secondly, so far as the power of the State Governments in making any possible variations of the rules for the enforcement of the Act is concerned.

You will see from clause 1 that we have fixed the date of the coming into operation of this Act. It is stated that:

> "It shall come into force on such date, not being later than the 31st day of December, 1961,".

It is good, in certain respects to fix the date. But certain objections were

voiced by the witnesses about its practicability in some forms of motor transport operation, as for example, the operation of goods transport. It may be very difficult so far as goods transport is concerned, especially when the transport operator operates only two or three vehicles, to bring the operator to book in case he violates the law. You know his area of operation is not limited and there are many transport operators who have to run practically from one end of the country to the other. There are also long distance operations of passenger vehicles. When it is a question of long distance, there may be difficulty of detection and bringing to book the transport operators. Therefore, I think, a greater amount of latitudee should have been left to the State Governments in the enforcement and operation of the Act.

Certain hon. Members have said that there should have been some distinction between the hill services and city services and the workers who operate the hill services and the city services should have been given greater amenities so far as the total number of hours of work that they are called upon to serve. I also feel that by removing the distinction which existed before between the city services and the long distance passenger services and the long distance freight services, we have rather over-simplified the law. This may create difficulty in some cases.

Along with that distinction I would like to draw the attention of Government to another aspect. In those areas where the motor transport services do not operate throughout the year, where the road is bad and the services cannot operate throughout the year, there may be difficulty in providing suitable amenities so far as rest rooms, welfare and health services are concerned. But, it is true that these things are essential; rest rooms, canteens and other amenities even in those cases where the services run, not throughout the year but only when there is fair weather road. In that case, what will happen? I envisage that in many cases where it is run by small private operators, the service will have probably to be discontinued where the operators are not going to provide the necessary amenities as are required by the provisions of this Act.

Another point which I wish to make is that the Bill provides for the employment of adolescent persons, that is, persons between the ages of 15 and 18. Because the service in motor transport is rather very heavy, it would have been better if the Bill totally prohibited the employment of adolescent persons, in any class of employment in the motor transport services.

Certain objections have been made about the spread-over. Many hon. Members have said that the spread-over which has been fixed at 12 hours a day is rather too long and, I think, the evidence that was offered on behalf of the workers was very much justified. The motor transport worker has to be on duty all the 12 hours on account of the spread-over at the place of duty. He gets very little time for his private life, for looking after his family and so on. Therefore, I think that the spread-over of 12 hours is rather too long. If Government at present sticks to it, then, they should revise it as they gain experience, and as the motor transport improves they should come forward with amendment to reduce the spread-over from 12 hours to at least 11 hours if not 10 hours.

Pandit Munishwar Dutt Upadhyay (Pratapgarh): Mr. Chairman, Sir, the subject before us is that of motor transport where the condition of the workers is almost chaotic. We have had no rules, no regulations, no condifications of law in respect of this matter up till now. And, this section of society has been working in a very irregular manner. In fact, individuals purchase vehicles and start running

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them on the roads. Mostly in the rural areas, even now individual workers possess one or two vehicles and they run them on the roads except where there are buses that are run by the Government or by the State Corporations or companies. At places some individual operators have joined together and have started this on regular lines.

I am very glad to say that the hon. Minister has placed very good provisions in this Bill before the House so far as the condition of the workers is concerned. These are going to apply even to smaller units with only five workers. There is a just demand that it should apply even to smaller units. They have also been extended to all classes of workers whether they be drivers, or conductors or time keepers or other workers on city service or long distance passenger service or freight service. These are the welcome features of this measure. There is no differentiation among the categories of workers employed in this industry.

I think the time-limit of 8 hours is the proper limit—neither more nor less. For overtime work, the wages are doubled. A suggestion has been made in the minute of dissent that mileage also should be considered in connection with the ordinary wages. Mileage is not part of regular wages. Therefore, dearness allowance and the salary that one gets should be sufficient for the time being to start with. After that advance wages are also given to the workers when they are going on leave. Again, I find that if an agreement is in favour of the workers, even if it is inconsistent with the law, it will stand. It is a welcome provision. Special arrangements have been made in respect of the health and welfare of the workers.

There is a controversy about having a 12 hours spread of work. I think this time is a little more than is ordinarily allowed in other industries and factories. In the textiles, the the time allowed is less than 10½ hours. In this case 12 hours have been allowed and it will not at all be harmful. I find that during working hours, they get quite sufficient amount of time for rest also, and so, 12 hours is quite sufficient.

The other point that was raised was regarding the enforcement of the Act. The Central Government can notify the date from which it can come into force. There will be no difficulty about it. In case the hon. Minister considers that it is necessary in respect of certain parts of the country, he will fix an earlier date and it can be enforced there.

But I have also to mention certain things. The road traffic on the road is increasing. There is such a careless driving by the drivers, especially truck drivers. They drive in the night sometimes half consciously. Accidents occur and considerable damage to property is caused. There should be a provision that no employer should be allowed to employ such workers who have been convicted or dismissed or punished in any manner for such reckless and careless driving in the night or day time. There should be some provision against the employment of persons who are habitual defaulters in this respect. The inspector should be armed with powers to check these persons and see that they are not employed. This provision appears to be necessary in this enactment.

There is provision for not employing persons below the age of 15. But there is no provision about the maximum age. These people are to do hard work. People who do not enjoy good health cannot drive the vehicles well. Over aged people should not be employed as drivers. The inspectors should be authorised to see that such people are removed or that the persons who employ them are prosecuted.

These provisions will be in the interest of safe traffic on the road, and are in the interest of the workers and the employers.

Another welcome provision is that inspectors have been empowered to make searches and seize documents and papers which are sometimes very relevant for the purpose of detecting whether the employers were obeying the rules and regulations that have been made. I think this provision is going to be very helpful in this respect.

There is another provision that if a worker does not avail of the leave during a year, he should be able to accumulate the leave and be able to avail of it in the course of next year or next three years. For the sake of efficiency, it is necessary that the motor transport woker must avail of the leave during every year for one month or whatever the number of days that you have allowed. I do not think this period is sufficient. However, if you do not increase this period, at least this should not be allowed to be accumulated. He should avail of his leave during the year in which it falls due.

Another provision should have been made about the misconduct of the worker. There is no mention of that here. Yesterday, in the case of women workers it was found necessary to mention the word misconduct for which they are liable to be punished. Objection was also taken by the hon. lady Member here. I find that in the case of motor transport workers no provision has been made for punishment in case of misconduct on their part. There should have been some sort of provision for that also.

The last thing that I would like to submit is about the application of this law to smaller units, units having less than five workers. I submit, Sir, that mostly in the rural areas vehicles are still being run by persons who possess only one or two motor vehicles. They seldom employ more than five workers. Usually they employ two, three or four workers. So this measure would not apply to such persons at all. It is there that the irregula ity is the greatest. Therefore, unless this Act is extended to those smaller units also the object underlying this Bill, which is to regulate the conduct of workers and the employers, will not be fully achieved. I, therefore, suggest that such a provision may also be made.

श्री सिंहासनसिंह (गोरखपुर) : सभापति महोदय, इस विधेयक का सदन ने स्वागत किया है और मैं भी इस का स्वागत करता हूं। इस देश में यात यात के क्षेत्र में मोटर ट्रांस्पोर्ट अपना खास स्थान रखता है और वह दिनों दिन बढ़ता जा रहा है। ऐसे विधेयक की अति आवश्यकता थी और यह आया है, यह बहुत शुभ चिन्ह है।

इस विधेयक में जो कुछ सुविधायें दी गई हैं, वे मोटर ट्रांस्पोर्ट वर्कर्ज की योग्यता और एफिशियेंसी में वृद्धि करेंगी, यह आशा की जाती है। लेकिन और कुछ करने से कब्ल मैं एक बात की तरफ मंत्री महोदय का ध्यान दिलाना चाहता हूं कि वर्करों को सब सुविधायें दी गई हैं, लेकिन उन की क्या लायबिलिटी होगी, यह इस विधेयक में दिखाई नहीं देता है। मसलन ड्राइवर को ले लीजिये। एक मेडिकल आफ़िसर रहेगा, जो यह टेस्ट करेगा कि कोई व्यक्ति एड लेसेंट है या नहीं। वह यह देखेगा कि किसी व्यक्ति की उम्र नियमों के अनुसार ठीक है या नहीं और अगर वह उस उम्र से नीचे होगा, तो एम्पलायर को सजा होगी। लेकिन ड्राइवर की अवस्था क्या हो, उस की आंख की दृष्टि कितनी हो, इस को टैस्ट करने की व्यवस्था कहीं नहीं रखी गई है। रेलवे में यह नियम है कि ड्राइवर के लिए एक टैस्ट रखा गया है कि वह नग्न आंख से इतनी दूर और चश्मा लगा कर इतनी दूर तक देख सकता है। मैं समझता हूं कि ड्राइवर के लिये कुछ पाबन्दी होनी चाहिये।

[श्री सिंहासन सिंह]

अगर उस की आंख में कोई कमी या दोष है, तो उस को ड्राइवर के बजाय किसी और पद पर लगाया जाये । रेलवे के नियमों में यह व्यवस्था है कि अगर गार्ड और ड्राइवर की दृष्टि में कमी आ जाये, तो उन को उस पद से हटा कर उसी विभाग में कहीं अन्यत्र लगा दिया जाता है । उस को हटाया नहीं जाता है । उस को कोई और समकक्ष काम दे दिया जाता है । लेकिन उन को यह काम नहीं दिया जाता है, जिस में उन की दृष्टि की कमी के कारण लोगों को नुक्सान होने की आशंका हो । हम देखते हैं कि बहुत सी मोटरों में स्पीड के रेगलेटर लग गये हैं, लेकिन बावजूद इस के कभी कभी एक्सीडेंट हो जाते हैं । उस के कई कारण हैं । एक तो रास्ता चलने वालों की ग़लती की वजह से एक्सीडेंट होता है और कभी कभी ड्राइवर द्वारा दूर की चीज न देखने से भी एक्सीडट होता है । इसलिये इस विधेयक में ऐसा प्राविजन होना चाहिये कि अगर ड्राइवर की आंख में कोई खराबी हो, तो . . .

श्री आबिद अली : उस को लाइसेंस नहीं मिलेगा ।

श्री सिंहासन सिंह : लाइसेंस के लिये इस विधेयक में प्राविजन नहीं है ।

श्री आबिद अली : उस के लिये मोटर व्हीकल्ज एक्ट है ।

श्री सिंहासन सिंह : वह तो ठीक है, लेकिन जिस तरह इस विधेयक में एडालेसेन्ट्स के सम्बन्ध में मेडिकल टैस्ट की व्यवस्था की गई है, वैसे ही ड्राइवर के बारे में भी एम्पलायर को इस बात का जिम्मेदार ठहरा दिया जाये कि वे ऐसे आदमी को ही ड्राइवर के पद पर रखें, जिस की दृष्टि सही हो ।

इस विधेयक में दो तीन बातें वाकई स्वागत-योग्य हैं, जिन के सम्बन्ध में पहले वर्कर्ज को बहुत तक्लीफ़ थी । तकरीबन हर प्रदेश में रोडवेन्ज चालू हो गये हैं, लेकिन वर्कर्ज के लिए रहने का कोई स्थान नहीं है । वे दूर दूर से आते हैं, लेकिन उन के लिए कहीं भी रैस्ट हाउस नहीं है । अब उन के लिये रेस्ट हाउसिज का प्राविजन किया गया है । प्राइवट ट्रांस्पोर्ट वर्कर्ज की बात तो दरकिनार रही, सरकारी रोडवेज के वर्कर्ज के लिए भी ऐसी कोई सुविधा नहीं है । अब तो सरकारें रूप से ही ट्रांस्पोर्ट का ज्यादा काम हो रहा है । अगर वे हर जगह अपने टरमिनस पर रेस्ट हाउस की सुविधा कर देते हैं, तो बड़ी सुविधा हो जायगी ।

इसी प्रकार कैन्टीन की सुविधा भी बड़ी अच्छी है । हमारे देश में जहां कहीं खाद्य पदार्थ मिलते हैं, वे शुद्ध नहीं मिलते हैं, हालांकि शुद्ध शब्द का प्रयोग किया जाता है । हर जगह मिलावट है बावजूद फूड एडलट्रेशन एक्ट के और दूसरे कानूनों के, जिनकी कोई कमी नहीं है । यह जाहिर है कि सही तरीके से उनका उपयोग नहीं होता है, या उन को उपयोग करने वाले अधिकारी उनका दुरुपयोग करते हैं । इसलिये अगर कैन्टीन में शुद्धता की भावना हो, तो यह बहुत लाभदायक होगा । उसमें वर्कर्ज के रिप्रेज़ेन्टेटिव्ज रहेंगे । अगर उनकी को-आपरेटिव सोसायटी बना दी जाये, तो वहां से सस्ते दाम पर चीजें उपलब्ध हो सकती हैं । हमने रेलवे में देखा है कि जो चीज बाजार में दो तीन आने की मिलती है, वही चीज उससे आधे दाम पर और अच्छी क्वालिटी की उन की कन्टीन से मिलती है । कैन्टीन की स्थापना वर्कर्ज के हित में है और सम्भव है कि यात्री भी उस को उपयोग कर सकेंगे । स्थान स्थान पर अच्छी कैन्टीन्ज बना दिये जाने के बाद यह भी व्यवस्था कर दी जाये कि यात्री भी वर्कर्ज की कैन्टीन को उपयोग में ला सकगे । इसमें यह कहा गया है कि कैन्टीन्ज वर्कर्ज के लिये

हैं, लेकिन केवल वर्कर्ज के लिये वे क्यों रहें ? यदि यात्रियों को भी उन्हें उपयोग करने का अधिकार हो, तो दोनों को अच्छी क्वालिटी की चीज सस्ते दाम पर मिल सकती हैं । मैं समझता हूं कि कैन्टीन का विचार अच्छा है ।

रैस्ट हाउसिज की व्यवस्था वर्कर्ज के लिए की गई है । लेकिन हम देखते हैं कि रोड ट्रान्सपोर्ट जोरों से डेवेलपमेंट कर रहा है और वह रेलवे से काम्पीटीशन कर रहा है । इस अवस्था में यह आवश्यक है कि यात्रियों के लिये भी रेस्ट हाउसिज की व्यवस्था की जाये । यद्यपि इसका इस बिल से कोई सम्बन्ध नहीं है, लेकिन जहां वर्कर्ज के लिये रैस्ट हाउस हों, वहां यात्रियों के लिये भी रैस्ट हाउस हों, तो और अच्छा हो सकता है और काम में ज्यादा बढ़ौतरी हो सकती है ।

इस विधेयक में कोई खास बात ऐसी नहीं है, जिसका विरोध किया जाये । वर्कर्ज को सुविधायें पहुंचाने के लिये बड़ी व्यवस्था की गई है । अब वे लोग निश्चित नियमों से गवर्न होंगे और उन को छुट्टियां मिलेंगी । जहां तक आवर्ज आफ ड्यूटी का सम्बन्ध है, मुझे यह कहना है कि सम्बद्ध धाराओं में पहले आठ घंटे रखा गया है, फिर दस घंटे और फिर बारह घंटे । आठ घंटे की नार्मल ड्यूटी होगी । अगर कोई खास बात हो गई, तो ड्यूटी दस घंटे की हो जायगी, लेकिन दफा १६ में बारह घंटे का स्प्रेड ओवर रखा गया है । हमारी समझ में नहीं आता कि दफा १३ में तो दस घंटे रखे गए हैं और कहा गया है कि इससे अधिक काम नहीं होगा, लेकिन दफा १६ में स्प्रैड ओवर को बारह घंटे का कर दिया गया है । इसमें कहा गया है—

"The hours of work of an adult motor transport worker shall, except in any case referred to in the second proviso to section 13, be so arranged that inclusive of interval for rest under section 15, they shall not spread-over more than twelve hours in any day."

एडल्ट्स के लिये बारह घंटे का स्प्रैड ओवर और एडोलसेंट्स के लिये नौ घंटे का स्प्रैड ओवर रखा गया है । दफा १४ में एडोलसेंट के लिये काम के घंटे छः रखे गए हैं और एडल्ट्स के लिये आठ घंटे । मेरी समझ में नहीं आता कि इन दोनों का समन्वय कैसे होगा । मैं चाहता हूं कि मन्त्री महोदय अपने जवाब में यह समझायें । दफा १३ में कहा गया है कि उस के काम के घंटे आठ से अधिक न होंगे, लेकिन कोई खास काम होने पर दस घंटे तक काम हो सकता है । क्लाज १३ के दूसरे प्रोविज़ों में यह कहा गया है कि टूट जाने, या बिगड़ जाने की अवस्था में ज्यादा घंटे काम लिया जा सकता है । उसकी तो कोई बात नहीं है । इस के बाद दफा १६ में इन्टर्वल को मिला कर बारह घंटे का स्प्रैड ओवर रखा गया है । अब क्लाज १५ में यह है कि वह पांच घंटे तक काम करेगा और उसके बाद उसे आध घंटे का कम से कम इंटरवल दिया जाएगा और फिर आगे चल कर कहा गया है कि इंटरवल के साथ जो स्प्रैड ओवर होगा वह १२ घंटे से अधिक का नहीं होगा । आपने यह भी कहा है कि उससे अगर ज्यादा काम लिया जाएगा तो उसका बेज दुगुना हो जाएगा । यह चीज तो वर्कर के इंटिरेस्ट में है । मालिक जो है वह कितना काम ले सकेगा, इसके बारे में कुछ साफ साफ तय होना चाहिये । क्लाजिज १३, १५ और १६ में मुझे कुछ भिन्नता मालूम देती है और और इस पर मैं चाहता हूं कि आप ध्यान दें । १० घंटे और १२ घंटे में से कितना मालिक काम ले सकता है और क्या रेस्ट उसको मिलेगा, इसके बारे में समन्वय नहीं है । मैं चाहता हूं कि इसको आप देखें ।

अब मैं फिटनेस सर्टिफिकेट के बारे में, एडोलसेंट्स के बारे में कुछ कहना चाहता हूं । आपका इंस्पैक्टर जाकर किसी को भी कह सकता है कि तुम १८ बरस के नहीं हो १६ के हो, डाक्टरी सर्टिफिकेट लाओ । आपने कहा है कि जो एडोलसेंट होगा, उसको

[श्री सिंहासन सिंह]

सर्टिफिकेट लाना होगा जो कि डाक्टर का होगा। अब सर्टिफिकेट लाने के बाद जब वह भरती कर लिया जाता है तो उसके बाद भी आपका इंस्पैक्टर यह कह सकता है कि जाओ दुबारा एग्जामिनेशन करवाओ। इससे मुझे डर है कि कुछ हैरेसमेंट होगा, इसका नाजायज फायदा उठाया जाएगा। आपने एक दफा रखी है कि वह सर्टिफिकेट लेकर आवेगा तभी उसको नौकरी दी जाएगी और जब इसके बाद उसको नौकरी दे दी जाती है और सर्टिफिकेट मौजूद है तो फिर उसके बाद भी आप क्यों इंस्पैक्टर को अधिकार दे रहे हैं कि वह चाहे तो एम्प्लायर को मजबूर कर सकता है कि उस आदमी का फिर से एग्जामिनेशन करवाये। इसका दुरुपयोग हो सकता है। १६ साल की उम्र के बाद बहुत मुश्किल हो जाता है बताना कि वह आदमी १६ साल का है या १८ साल का है या १९ साल का है। डाक्टर १८ साल के आदमी को १६ साल का और १६ साल के आदमी को १८ साल का कर सकते हैं। ऐसी हालत में इस धारा से कुछ दिक्कत पेश आएगी। आपको इस पर विचार करना है कि टैस्ट एक बार हो, बार बार टैस्ट की नौबत न आवे।

इन शब्दों के साथ मैं इस बिल का स्वागत करता हूं और आशा करता हूं कि जो सुझाव मैंने दिए हैं, उन पर विचार किया जाएगा।

Shri Aurobindo Ghosal (Uluberia): Mr. Chairman, Sir, I welcome this Bill because some longstanding grievances of motor workers are being removed by the enactment of this measure, and the bringing in of these provisions is quite proper. But I have some doubts and, by way of seeking some clarification, I shall mention a few points.

First of all, I want to know how the working hours will be implemented in the case of long routes. Nowadays, the trucks are run from Delhi to Calcutta, from Calcutta to Bombay, Calcutta to Madras, Calcutta to Visakhapatnam and so on, on long routes. I want to know how the working hours of the drivers and other motor transport workers will be regulated on these long routes. What is the machine y for that? There is no provision in respect of this item. Of course, they make some provisions by way of rules, but they are not given here in the Bill. So, I want that sufficient safeguards should be made, at least in the rules if not in the Bill, as regards the implementation of the working hours in the case of drivers and other motor workers who are working on the long routes.

Another point that I would like to know is about the definition of the word 'adolescent'. I agree with the suggestion made by Shri Sinhasan Singh in this respect. Much dispute will arise on the issue of proving whether one is an adolescent, or not. Nowadays, we know—at least it is so in West Bengal—that almost all the cleaners are of that age, because otherwise they are unemployed and due to unemployment, the poor people of this age, who cannot also get any education, accept this part-time job of cleaning. If they are asked to produce certificates and carry them with them for showing them to the inspectors, it will be difficult and it will mean harassment of these adolescent people who will be engaged by the employers. Not only will it be harassment for these workers but also for the employers and as a consequence, a large number of people who are at present engaged in this industry will be thrown out of employment. At least that is the condition in my State.

One hon. Member has spoken about misconduct. Yesterday we passed a Bill in respect of standing orders in the labour field and that measure has been extended to the smaller units. So, when the motor transport undertakings will be asked to frame similar standing orders, any misconduct that may be happening will be sufficiently

provided for in this Standing order, and so, misconduct need not be explained or specified in this Bill.

Regarding the extension of the provisions of the Bill to the smaller units, nowadays, the tendency of the Government is to give one truck or one bus to one man, so that some buses are taken away from those owners who till now owned more than one bus and those buses are being distributed to others in order to destroy the monopoly business of the bus-owners and truck-owners. Hereafter, any unit employing five or more workers will be subject to the provisions of this Bill. So, if these provisions are not extended to still smaller units, it will be very difficult, and many of the motor workers will be deprived of the benefits of this measure.

There is another point which I should like to mention here. Though there is provision for appointing two conductors, in the private undertakings in Calcutta—not in the State transport—only one conductor is appointed but another apprentice is appointed along with him, and the apprentice is not considered as an employee, and in that way, the apprentice is working for five to six years as an apprentice only. Such people do not come under the category of workers, though they do all the work of a conductor. They sell tickets but they do not get conductors' bags for the money; they keep the money in their pockets! This is a new tpye of innovation by the motor and bus employers there. So, in order to avoid the provisions of this Bill, they will continue to stick to their old practice. That aspect of the problem must be borne in mind and steps should be taken to prevent such things.

Next, I want to know whether the dispute arising in this industry, between the employers and the workers in motor transport, will be taken away from the purview of tribunals under the Industrial Disputes Act. I want a clarification about it.

Lastly, there are some drivers or other workers who are engaged on a trip basis. Suppose a motor driver is appointed to drive a truck from Calcutta to Delhi and back for that trip, he is given some money. In that way, the employers engage such drivers on a trip or contract basis and try to deprive them of all the benefits that may otherwise accrue to them, though such people work like that on the same route for several months. That is happening at the present moment, and it is so because the employers want to avoid the provisions of the Workmen's Compensation Act. Hence, while framing the rules under this Bill, these points should be noted and sufficient caution should be taken to see that the motor workers are not deprived of the benefits which this Bill intends to give them.

श्री भक्त दर्शन (गढ़वाल) : सभापति जी, मैं एक प्रश्न करना चाहता हूं । इस विधेयक के लिये मैं माननीय मंत्री जी और संयुक्त प्रवर समिति को बधाई देता हूं कि उन्होंने जो पहले विधेयक प्रस्तुत किया गया था उसमें काफी सुधार और संशोधन किये हैं । मैं केवल एक बात की माननीय मन्त्री जी के ध्यान में लाना चाहता हूं और उसकी तरफ उनका ध्यान आकर्षित करना चाहता हूं । इस बिल की १३वीं धारा में काम करने के घंटों का विवरण दिया गया है । उसमें यह अन्तर नहीं बताया गया है कि पहाड़ों में जो मोटर चलाते हैं, उनके काम के क्या घंटे होंगे । उनको मोटर चलाते वक्त संकट का सामना करना पड़ा है । जो माननीय सदस्य बद्रीनाथ या केदारनाथ तशरीफ ले गए हैं, वे इस बात के साक्षी होंगे कि हिमालय की घाटियों में और चोटियों पर मोटर चलाना एक तरह से मौत को निमन्त्रण देने के समान है । प्रत्येक मोड़ पर मृत्यु मुंह बाये खड़ी रहती है । इसलिये वहां के कर्मचारियों के लिये भी वही काम के घंटे रखना या वही सेवा की शर्तें रखना, मैं समझता हूं, अधिक न्यायपूर्ण नहीं है ।

[श्री भक्त दर्शन]

इस सम्बन्ध में मुझे यह देख कर प्रसन्नता हुई कि जो आल इंडिया नेशनल फेडरेशन आफ रोड ट्रांसपोर्ट वर्कर्स है, उसने अपनी गवाही में इस बात पर जोर दिया था कि उनके काम के घंटों में अंतर रख जाय और कमेटी में भी इस पर काफी बहस हुई थी। मुझे पता नहीं किन कारणों से सब बातों पर पर विचार करने के बाद यह अन्तर नहीं रक्खा गया। मैं माननीय मन्त्री महोदय से खास तौर पर अनुरोध करना चाहता हूं कि जो पहाड़ों पर मोटर व्यवसाय में काम करने वाले हैं उनके लिये आवश्यक है कि मूल धारा में कुछ संशोधन किया जाय, या इसमें जो रूल मेकिंग पावर स्टेट गवर्नमेंट्स को दी गई है उसके अन्दर ऐसी व्यवस्था की जाय कि आवश्यकता पड़ने पर परिस्थितियों के अनुसार उनमें संशोधन किया जायगा। इसलिये मैं सदन का अधिक समय न लेकर मन्त्री महोदय से अनुरोध करना चाहता हूं कि यदि वे अपनी ओर से उचित समझें तो रूल मेकिंग पावर्स में ऐसी व्यवस्था करें कि जहां पर इस तरह की परिस्थितियां हों वहां केन्द्रीय सरकार के आदेश से राज्य सरकारें इस तरह की सुनिश्चित व्यवस्था करेंगी, ताकि यह जो बड़ा भारी संकट है वह दूर हो सके।

इस सम्बन्ध में मैं देश भर में और विशेष कर पर्वतीय क्षेत्रों में जो मोटर व्यवसाय में काम करने वाले कर्मचारी हैं उनको अपनी श्रद्धांजलि अर्पित करता हूं कि वे इतने परिश्रम से कार्य करते हैं। आज मोटर का व्यवसाय बहुत महत्वपूर्ण व्यवसाय है और हमारी पंचवर्षीय योजनाओं के साथ उसका महत्व और भी बढ़ता जा रहा है। मुझे बहुत से मोटर कर्मचारियों से बातचीत करने का मौका मिला। मैं मानता हूं कि उनके अन्दर बहुत सी कमियां हैं। कई बार यह कहा जाता है कि शराब पीने की वजह से मोटर का एक्सिडेंट हुआ। ऐसे केसेज हो जाया करते हैं यह ठीक है, लेकिन जब मने उनसे बातें कीं तो अपना तर्क देते हुए उनका कहना था कि वे दिन भर काम करने के बाद बहुत थक जाते हैं और जब वे चारपाई पर लेटने जाते हैं तो लेटते नहीं, गिर पड़ते हैं—वे इतने अधिक थक जाते हैं। इस लिये बाज वक्त इस थकान को दूर करने के लिये उनको कोई न कोई मनोरंजन करना पड़ता है। यह उनका तर्क है। मैं उनके इस तर्क को स्वीकार नहीं करता, लेकिन इसमें कोई सन्देह नहीं कि उनको बड़ी कठिन परिस्थितियों में काम करना पड़ता है। इसलिये उन के काम की परिस्थितियों को अनुकूल बनाने की ओर भी ध्यान दिया जाना चाहिये, और इसके लिये यदि आवश्यक हो तो कानून में भी संशोधन किया जाना चाहिये। मैं आशा करता हूं कि मन्त्री महोदय इस ओर ध्यान देने की कृपा करेंगे।

Shri Achar (Mangalore): Sir, the first point I would like to submit is that persons who work as drivers of these big buses and trucks do not live long at all. Their life is very much shortened, because this kind of work is very strenuous. I do not know if there are statistics about this. The Labour Ministry must investigate and find out whether it is a fact that even a few years' service as drivers shortens their life. If that is so, it is a very serious matter which has to be considered and if necessary, some sort of relief should be thought of. How it should be done it is for Government to consider.

About the appointment of inspectors and Chief Inspector, clause 4 says:

> "... a duly qualified person to be the chief inspector and as many duly qualified persons to be inspectors subordinate to the chief inspector as it thinks fit."

It does not say anything about their qualifications. Of course, clause 40 says that the State Government may

frame rules prescribing the qualifications required in respect of the chief inspector and inspector. But the point is, there is no indicator whatsoever as to what would be the qualifications for chief inspector and other inspectors. This is important, because these inspectors are given serious and almost extraordinary powers. Under clause 5, they are given very important powers, which are very wide. It says:

> "Subject to such conditions and restrictions as the State Government may by general or special order impose, the chief inspector or an inspector may—
>
> (a) make such examination and inquiry as he thinks fit in order to ascertain whether the provisions of this Act or rules made thereunder are being observed in the case of any motor transport undertaking, and for that purpose require the driver of a transport vehicle to cause the transport vehicle to stop and remain stationary so long as may reasonably be necessary".

So, he can stop it for any amount of time. I feel at least a maximum limit should be put down here. Then it says:

> "(b) with such assistance, if any, as he thinks fit, enter, inspect and search any premises which he has reason to believe is under use or occupation of any motor transport undertaking at any reasonable time for the purpose of carrying out the objects of this Act".

Even if a theft is committed and there has to be a search, the magistrate is approached for a search warrant. But here ordinary inspectors are given the power to enter any house; all the powers given under the Cr. P. C. are allowed to the inspectors. So, it is a powerful post, which can be easily abused.

I cannot say that we should not have such a provision; it may be necessary. My only submission is considerable care must be taken while framing the rules to see that the qualifications are of a high order, because it carries a considerable responsibility. I hope the Minister will take into consideration the powers of the inspectors while prescribing the qualifications.

Shri Bhakt Darshan also referred to the question of hill areas. We find that trucks carrying goods traverse very long distances, say from Bombay to Mangalore, a distance of 500 or 600 miles. Usually a lorry or truck with one cleaner, driver and conductor traverses the distance. They have to return also the same distance. In such cases, it is rather difficult to understand how the provisions of this Act can be enforced. There is a provision saying that if the workers are to remain in any place for the night, provision must be made for their stay. Suppose a truck comes from Bombay to Mangalore, *via* Poona and Dharwar, or from Delhi to Calcutta or from Calcutta to Bezwada. There is a provision saying that rest-houses must be provided before this Act comes into force. I do not know whether it will be possible for any employer to have rest-houses over long distances. Where exactly should they be? These are all aspects which the Ministry should consider. I do not know how the provision about the hours of work will be enforced in the case of those who are far away from their homes. There are certain aspects which the hon. Minister should take into consideration.

Shri Abid Ali: Mr. Chairman, Sir, I am happy that this Bill which is the first of its kind should have received the unanimous support of all the groups and parties in this hon. House. As I said in my opening remarks, although there were a large number of amendments for the consideration of the Joint Committee, the discussions there convinced hon. Members there that most of the pro-

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vions about which some observations have been made here, were very necessary, because we are dealing with a transport industry and not a factory. It is from this point of view that spread-over and working hours have been provided.

A few minutes of dissent have been appended to the report by some hon. Members, but that may be as a matter of formality only, because even they have not felt called upon to send any amendments or to be present to press their points of view.

With regard to the date of enforcement of this measure, hon. Members will appreciate that it has been mentioned here that it shall come into force on such date not being later than the 31st of December 1961. It is not that the State Governments have to wait till the 31st of December. If some of them are in a position to set up the required machinery earlier and frame rules according to the provisions here, they can enforce the provisions of this measure earlier still. Thirty-first of December 1961 is the last date by which we expect that all State Governments will be ready and in a position to enforce the provisions of this Act. As was pointed out by certain hon. Members an elaborate machinery will have to be set up. We have already taken up the work of framing rules and as soon as they are ready they will be sent to the State Governments and further work will proceed.

It was mentioned that before the Act is enforced some of the units may bifurcate. Taking clue from the experience we had with regard to Plantation Labour Act which had to be amended subsequently because of bifurcation, it is provided here that State Governments can by notification cover undertakings having a smaller number of employees, that is less than five, as well. In view of this power in the hands of the State Governments, I do not think any employer will attempt to do that.

With regard to the remark that the State Governments are not very serious to implement this, it came in evidence before the Joint Committee that at most of the places fortunately the position is better than what has been provided for in the Bill. As was pointed out in the Original Bombay State which has now been bifurcated into Maharashtra and Gujerat, the workers have better service conditions. So State Governments having larger fleets, in which large numbers of workers are employed are better organised and have been able to secure for themselves what is due to them through their organisations While framing an Act applicable to the whole country, we have to take into account the requirements of the entire country and not be guided by what is obtaining in Bombay, Delhi, Calcutta etc.

In regard to the spread over of twelve hours, instances were mentioned of vehicles coming from a small town to a city bringing people for offices, waiting for the day, and reaching their destinations late in the evening. In bigger cities the peak hour is generally between nine and eleven. For that purpose vehicles have to come out of their garrages by 8 o'clock to serve the public and they go back to the garrages by mid-day. Similarly in the afternoon vehicles have to be brought out at four o' clock and go back to garrages at 8. This aspect of the matter has not been appreciated by certain hon. Members. It is not that the workers have to work for twelve hours. They cannot be put on duty for more than eight hours ordinarily. Twelve hour spread over consists of eight hours of duty and four hours of rest.

I had been connected with unions of transport workers and we had always been suggesting that when there is a spreadover it should not be a shorter period. If there is split duty

it should not be for shorter hours, because if I am relieved from my work at twelve o'clock and I am asked to report at one o' clock or two o' clock, I would be simply wasting my time near the depot. If, on the other hand there is a four hour rest period, after being relieved at twelve, I can go home and be back at 4 o' clock. So the intention is that either there should be no break or it should be for longer period. From that point of view as also from the requirement of the travelling public this 12 hour spread-over is very necessary and practical.

My hon. friends were asking about the ILO convention. I may tell them that so far as the ILO convention is concerned, eight hours which we have accepted and weekly forty-eight hours have been provided for in the Bill. A progressive organisation like the ILO, taking into consideration the practice prevailing all over the world and the requirements of the travelling public and the workers have also mentioned twelve hours as spread-over. They say that their overtime shall be in no case less than 1¼ times the normal rate. Here we have provided double the rate. So, hon. Members will appreciate that we are not only not backward but we are advanced too.

Shri Warior: That is why we did not send any amendments at all. Now he is complaining even about that. We appreciated the position and that is why we did not suggest any amendments.

Shri Abid Ali: My hon. friend referred to the ILO.

Shri Warior: I do not dispute that. It is only for a clarification that I mentioned it.

Shri Abid Ali: Then, it is clarified and I hope the hon. Member is satisfied. He was mentioning countries like United States, Germany and others. We know that. But hon. Members must appreciate that our independent country is an infant and it has not yet completed only its 14th year. So, much has to be done to achieve that status. I hope that they also will appreciate its need and will not obstruct the achievement of the object; of course, help is not expected. (*Interruptions*).

Shri Braj Raj Singh: What did he say last?

श्री आबिद अली: यह आपकी नहीं उनकी बात है।

I find there is some misunderstanding in the minds of some hon. Members who spoke. They seem to think that this Act takes care only of the requirements of the workers, their welfare, working hours and all that. There is another Act which we have amended recently, called the Motor Vehicles Act. So far as the licensing of drivers and conductors, fitness of a vehicle for licensing etc. are concerned, they have been provided in another enactment. So, we have not burdened this Act by copying the provisions which are already provided for elsewhere. The licensing authorities have power to disqualify any person who is not fit to be a driver. Any person who is a criminal or who is otherwise misbehaving can be refused a licence. Therefore, those things need not be mentioned in this Bill.

A mention was made that if an adolescent obtains a certificate then the inspector should not trouble him. That is our intention as well. But what has been mentioned here is that if a person is employed as an adult according to the opinion of an employer and if an inspector feels that he is an adolescent, that difference of opinion should be settled by a surgeon. Such a person should be produced before the surgeon and it is for the surgeon to say whether he is an adolescent or an adult. There is no intention to harass anybody. In such matters when provisions are made, they have to be carried out. Or if it

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is the intention of the House that there should be no restriction in this matter and if anybody claims to be an adult or an employer thinks that an adolescent is an adult and employs him and still the inspector should not interfere the House is entitled to give that opinion and, certainly, we will follow it.

About working hours, it is true that only 10½ hours have been provided in the Factories Act. I think I have already made a mention of it.

Some mention was made about leave. Here we are following the other enactments in this respect like the Factories Act, Mines Act and the Plantation Labour Act. They provide 16 days for an adult and 21 days for children; for mine workers above ground also they provide 16 days; of course, for underground workers it is much more. The Plantation Labour Act also provides 16 days for adults and 21 days for young persons. So, the pattern which has been already accepted with regard to labour in other industries is being followed in this respect as well.

A suggestion was made that those who are working in the offices should also be covered. Clause 2(h) covers to clerical staff. The intention is that everybody engaged in the motor transport industry should be either covered by this Bill under discussion, which will become an Act soon, or by the Shops and Establishments Act or by the Factories Act. So, after the passing of this Bill no one will be left out, who is connected with the motor transport industry and coming under the definition which has been provided for.

Regarding mileage allowance I am sorry I am not able to agree with my hon. friend, because the information which we have obtained so far shows that nowhere mileage allowances is calculated for the purpose of overtime. But if at any place workers are getting overtime after adding mileage allowance, they will continue to get it under clause 37, which says that workers having more favourable conditions should be entitled to those conditions in future also and that these should not be reduced.

Regarding the workers engaged in the transport services in the hill stations my experience is that they are very careful and they do streenuous work. My personal experience is that the number of accidents on the hills are less than on the plains because the drivers know the risks involved. They know that if they are a bit careless they will fall into a *khud*, unlike an accident in the plains; of course, sometimes serious accidents occur in the plains also. But in the hills if there is an accident, the driver knows that they will have to go to the other world.

Shri C. R. Pattabhi Raman (Kumbakonam): if they go to the other world they are lucky; but sometimes they are maimed, severely injured or grievously hurt.

Shri Abid Ali: The Bill provides that no one should be on the wheel for more than 5 hours. That is quite satisfactory

A question was put about long distance services. We have evidence that for long distance goods vehicles two drivers are provided. Or, they are relieved at a reasonable distance so that they may have rest. After the passing of the Bill under discussion, it will not be possible any more to exact work from any one over the hours which have been mentioned here.

14.50 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

At present also we have got in the Motor Vehicles Act a duty period of nine hours which is now being reduced to eight. The changes which have been made as compared with the Bill which was originally proposed in the

case of city services, long distance passenger services and goods services were very much discussed in the Committee and these were unanimously accepted as being progressive. I do not think there is any other point which has been mentioned for clarification. I move.

Mr. Deputy-Speaker: The question is:

"That the Bill to provide for the welfare of motor transport workers and to regulate the conditions of their work, as reported by the Joint Committee, be taken into consideration."

The motion was adopted.

Mr. Deputy-Speaker: We take the Bill clause by clause. The question is:

"That clauses 2 to 15 stand part of the Bill."

The motion was adopted.

Clauses 2 to 15 were added to the Bill.

Clause 16— (*Spread-over*)

Shri Ramsingh Bhai Varma: I beg to move:

Page 9, line 29, *for* "twelve hours" *substitute* "ten and a half hours". (1)

श्रीमान्, मेरा अमेंडमेंट यह है कि ज्वाइंट क्लेक्ट कमेटी की रिपोर्ट में जो बारह घंटे का स्प्रैड-ओवर रखा गया है, वह घंटा कर दस घंटे कर दिया जाये । फैक्ट्री एक्ट में भी साढ़े दस घटे का स्प्रैड-ओवर रखा गया है और यह सर्विस भी इसी प्रकार का एक उद्योग है ।

उपाध्यक्ष महोदय : बारह घटे का तो अन्दाजा बगैर घड़ी के भी लगाया जा सकता है । साढ़े दस घंटे के लिये इतनी घड़ियां चाहियें कि बहुत रुपया खर्च होगा ।

श्री रामसिंह भाई वर्मा : इस सम्बन्ध में कुछ ग़लत फहमी हो रही है । बारह घंटे का स्प्रैड-ओवर ऐसी सर्विसेस में हो सकता है, जिन्हो ने अपने यहां पर वर्कर्ज के रहने की क्वार्टर्स की व्यवस्था की हो । मोटर ट्रान्सपोर्ट सर्विस ऐसी है कि वर्कर को एक स्थान से १२० मील दूर तक प्रतिदिन गाड़ी ले जाना पड़ता है । ऐसी हालत में चार घंटे का जो बीच में ब्रेकडाउन स्प्रैड-ओवर किया जाता है तो वे चार घंटे वर्कर के वेस्ट होते हैं । बल्कि उस को इस व्यवस्था से ज्यादा खर्च भी करना पड़ता है ।

यहां दिल्ली में डिपो निजामुद्दीन में है और वर्कर्ज फरीदाबाद से आते हैं और डिपो से बस लेकर वे चलते है । अगर बीच में चार घंटे का ब्रेकडाउन हुआ और स्प्रैड-ओवर किया गया, तो उस में फरीदाबाद से आने के लिये एक घंटा और यहां से फरीदाबाद जाने के लिये एक घंटा लगता है । माननीय मंत्री जी यह कह सकते हैं कि वे बस में आ सकते हैं और जा सकते हैं । लेकिन ऐसा नहीं है, क्योंकि सुबह जब वे डिपो पर सर्विस पर आते हैं, तो उनके लिये बस नहीं होती है । वे रेल में आते हैं और डिपो पर आ कर बस स्टार्ट करते हैं । इस तरह उन को आने जाने का खर्चा भी बहुत देना पड़ता है । जिन ग़रीब लोगों को कम वेतन मिलता है, उनके पास इतना पैसा नहीं है कि वे बड़े बड़े शहरों में डिपो के पास मकान ले कर रह सकें । इसलिये वे लोग शहरों से दूर रहते हैं । इसी तरह बम्बई में डिपो माटुंगा में है और वर्कर कल्याण से आते हैं । वे कल्याण से गाड़ी में बैठ कर आते हैं और माटुंगा में बस लेते हैं और स्टार्ट करते हैं । अगर चार घंटे का ब्रेकडाउन हुआ और बीच में स्प्रैड-ओवर किया गया, तो कल्याण से आने के लिये एक घंटा और जाने के लिये एक घंटा चाहिये । आठ घंटे ड्यूटी के चार घंटे स्प्रैड-ओवर के, सुबह एक घंटा ड्यूटी पर आने का और शाम को एक घंटा वापस जाने का, इस प्रकार आठ और छः, चौदह

[श्री रामसिंह भाई वर्मा]

घंटे की ड्यटी हो जाती है । इस स्थिति में वे क्या घर में बाल-बच्चों को सम्भाल सकते हैं और क्या नन्द ले सकते हैं ?

इस बारे में आई० एल० ओ० के कन्वेन्शन की बात की गई है । दरअस्ल आई० एल० ओ० के बहुत से कनवेन्शन्ज ऐसे हैं, जिनका हम पालन नहीं कर रहे हैं । इसके साथ ही उन लोगों के रहने की व्यवस्था भी डिपो के पास ही बराबर होनी चाहिये । मैंने ज्वाइंट सिलेक्ट कमेटी में भी इस बात को समझाने की कोशिश की । यह बात तमाम माननीय सदस्यों के गले उतरती थी । एविडेंस में भी न तो एम्पलायर्ज की तरफ से और न एम्पलाईज की तरफ से यह मांग की गई कि बारह घंटे का स्प्रैड ओवर होना चाहिये । बल्कि एम्पलाईज की तरफ से यह कहा गया कि हम ने एग्रीमेंट से साढ़े दस घंटे स्प्रैड ओवर किये हैं । एक जगह साढ़े दस घंटे का स्प्रैड-ओवर हो रहा है और दूसरी जगह कानून के द्वारा, जहां एग्रीमेंट नहीं है, ट्रेड यूनियन नहीं है, बारह घंटेका स्प्रैड-ओवर होगा । जहां यूनियन है और एग्रीमेंट कर लिया गया है, वहां साढ़े दस घंटे का स्प्रैड ओवर है । मेरा निवेदन है कि वर्कर्ज में इस तरह का भेद नहीं होने देना चाहिये । जब न्याय करने के लिये यह कानून बनाया जा रहा है, तो मैं निवेदन करना चाहता हूं कि वर्कर्ज की काम की शर्तों में यह भिन्नता नहीं होनी चाहिए । इसी लिए मैंने रिपोर्ट में भी अपना नोट आफ डिसेंट दिया है । उसको यहां पर पढ़कर सुनाने की जरूरत नहीं है, क्योंकि वह माननीय सदस्यों के सामने रिपोर्ट में है । माननीय मंत्री जी वर्षों तक रोड ट्रांसपोर्ट वर्कर्ज यनियन के प्रेसीडेंट के नाते काम करते रहे हैं । वह उनके लिये लड़े हैं, उन्होंने स्ट्राइक कराई और सब काम उन के हित में किये । वह उन सर्विसिज में डायरेक्टर भी रहे हैं । मैं भी ट्रांसपोर्ट यनियन का वर्कर हूं । कइयों का मैं प्रेसीडेंट हूं । मैं एक ट्रेड यनियन वर्कर के तौर पर काम कर रहा हूं ।

उपाध्यक्ष महोदय : क्या माननीय सदस्य वे भी स्ट्राइक कराई या नहीं ?

श्री रामसिंह भाई वर्मा : मैंने अपने जीवन में एक स्ट्राइक कराई, जो दस महीने चली, जिस में श्री नन्दा जी खुद पिकटिंग करते थे । और स्ट्राइक भी ऐसी वैसी मिल में नहीं कराई, अहमदाबाद के वैरोनेट, सर चिनूभाई बेरनेट की मिल में कराई । गांधी जी ने स्वयं कहा कि यह मामला पंच के सामने जाना चाहिये । मालिक पंच के सामने नहीं गया और वह मिल हमेशा के लिये बन्द हो गयी । मेरा निवेदन है कि स्ट्राइक कराओ, लड़ना है, तो बहादुर की तरह लड़ो, यह नहीं कि कायरों की तरह से हड़ताल करा दी, दूसरों को बहका कर पत्थर फिकवाये, मारपीट कराई । यह हमारा काम नहीं है । इसलिये मैं निवेदन करना चाहता हूं कि हम हड़ताल में नहीं, पंच में विश्वास रखते हैं ।

अगर माननीय मंत्री जी चाहें कि उन्हें इसका कुछ और तजुर्बा लेना है, कुछ जानकारी लेनी है, तो मैं विचारों की हिंसा नहीं करूंगा । मैं अपनी अमेंडमेंट को वापस लेने को तैयार हूं, अगर मुझे माननीय मंत्री जी की ओर से आश्वासन दिलाया जाये कि इस विषय में जानकारी लेकर उचित कदम उठाया जायेगा, श्रमिकों में भेद नहीं होगा, उनके साथ इन्साफ किया जायेगा और बाद में अमेंडमेंट ला कर स्प्रैड-ओवर को साढ़े दस घंटे किया जायेगा ।

इस निवेदन के साथ मैं कहूंगा कि या तो मेरे इस अमेंडमेंट को मन्जूर कर लिया जाये, या मुझे इस बारे में आश्वासन दिया जाये ।

उपाध्यक्ष महोदय : आनरेबल मिनिस्टर । माननीय सदस्य कह रहे हैं कि या तो उनके अमेंडमेंट को मान लिया जावे, या वह वापस लेते हैं ।

श्री आबिद अली : इस बारे में भेद जरूर रहेगा । मैं इस बारे में अर्ज कर चुका हूं कि हमारा मुल्क बड़ा है और एक सिरे से दूसरे सिरे तक भिन्न भिन्न दस्तूर और तरीके चल रहे हैं । यह भी सही नहीं है कि ज्वायंट सिलेक्ट कमेटी के सामने यह बात नहीं आई थी । वहां यह कहा गया कि बारह घंटे का स्प्रैड ओवर होना चाहिये क्यों कि बगैर इसके कई सिटीज में ट्रांसपोर्ट सर्विस नहीं चल सकती है, असम्भव है । यह भी नहीं है कि एम्पलायर ही यह स्प्रैड ओवर रखना चाहते हैं । जहां मजबूरी है, वहां वे रखेंगे और जहां मजबूरी नहीं है, वहां वे कम करेंगे । यह अनुभव है और कई जगह एग्रीमेंट्स हो चुके हैं और एम्पलायर्ज भी चाहते हैं कि खास तौर पर लांग डिस्टैन्स सर्विसिज में स्प्रैड-ओवर जरा कम ही होता है । उम्मीद है कि जो कुछ मैंने अभी अर्ज किया है और जो पहले मैं अर्ज कर चुका हूं और ज्वायंट कमेटी में जिस तरीके से इस बारे में बहस हुई थी, जहां यह बात बिल्कुल सर्वसम्मति से मंजूर हुई थी, उसकी कद्र करते हुये माननीय सदस्य अपनी अमेंडमेंट को वापस ले लेंगे ।

श्री रामसिंह भाई वर्मा : माननीय मंत्री ने जो कुछ कहा है, उसको दृष्टि में रखते हुये मैं अपना अमेंडमेंट वापस लेता हूं ।

उपाध्यक्ष महोदय : क्या हाउस की तरफ से माननीय सदस्य को यह अमेंडमेंट वापस लेने की इजाजत है ?

Amendment No. 1 was, by leave, withdrawn.

Mr. Deputy-Speaker: The question is:

"That clause 16 stand part of the Bill."

The motion was adopted.

Clause 16 was added to the Bill.

15. hrs.

Mr. Deputy-Speaker: The question is:

"That Clauses 17 to 25 stand part of the Bill."

The motion was adopted.

Clauses 17 to 25 were added to the Bill.

Clause 26— (*Extra wages for overtime*)

Shri Ramsingh Bhai Varma: I beg to move:

Page 12, *for* line 5, *substitute*—

"such allowances including mileage allowance" (2).

उपाध्यक्ष महोदय, एक तरह से मेरा यह संशोधन उसी प्रकार का है जिस प्रकार का कि स्प्रैड ओवर का था । शायद इसे समझने में कुछ गलतफहमी हो रही है क्योंकि पेमेंट आफ वेजिज एक्ट के अन्दर जो वेतन की व्याख्या की गई है, उस में माइलेज एलाउंस नहीं आता । जैसा मैं पहले अर्ज कर चुका हूं । कोचीन का एक मामला हाई कोर्ट के सामने गया था । उन्होंने माइलेज एलाउंस जो है उसको वेतन की व्याख्या में शामिल नहीं किया गया । आज हालत यह है कि इस व्यवसाय में कई जगह श्रमिकों को माइलेज एलाउंस मिलता है और माइलेज एलाउंस भी इस तरह से मिलता है कि दूसरों को वेतन और डीयरनेस एलाउंस जो मिलता है, उन दोनों को मिला कर जो रकम होती है उनके बराबर ही माइलेज सहित उसका वेतन पड़ जाता है । दोनों प्रकार के वेतन पाने वाले एक बराबरी में, समानता में आने के हिसाब से वह मिलता है । मेरे प्रदेश में गवर्नमेंट की दो सर्विसिस हैं । एक मध्य भारत की है जिसका नाम मध्यभारत रोड वेज है और दूसरा जो हिस्सा महा कौशल का आया, वहां पर सी० टी० एस० है । अब जो हमारे यहां मध्यभारत का हिस्सा है उसमें रोडवेज है और वहां वेतन और डियर-

[श्री रामसिंह भाई वर्मा]

नेस अलाउन्स मिलता है दूसरे को वेतन माइलेज अलाउन्स और डियरनेस अलाउन्स कहीं वहां वेतन और माइलेज अलाउन्स किन्तु सब रकम तीनों प्रकार से जो प्रत्येक को मिलती है बराबर होती है मसलन एक वर्कर को अगर ४५ रुपये वेतन मिलता है तो ३५ रुपये डी० ए० मिलता है, इस तरह से उसे ८० रु० मासिक मिले ।

Mr. Deputy-Speaker: I hope the hon. Members do agree that we might finish the work in hand in five or seven minutes and then take up the other discussion.

श्री रामसिंह भाई वर्मा : मैं दो मिनट में खत्म किये देता हूं ।

अब जिसको ८० रुपये मिलते हैं अगर उसको ओवर टाइम काम करना पड़ता है तो ८० रुपये के हिसाब से डबल वेतन उसको ओवर टाइम का मिलेगा ।

जो दूसरा वर्कर है, उसका मान लीजिये ४७ रुपये मासिक है और उसका मंहगाई भत्ता नहीं है लेकिन एक नया पैसा प्रतिमील उसको माइलेज अलाउन्स मिलता है । अगर वह १२० या १२५ मील रोजाना गाड़ी ले जाता है, तो उसका टोटल मासिक वेतन भी ८० रुपये हो जाता है । इसी प्रकार एक और वर्कर है जिसको ४२ रुपये वेतन मिलता है, १५ रुपये उसको एलाउंस के तौर पर मिलता है और ६० मील के ऊपर जो गाड़ी ले जाता है तो ६० मील के बाद एक नया पैसा प्रतिमील के हिसाब से उसको माइलेज एलाउंस मिलता है, इस तरह से उसका मासिक वेतन ८० रुपये टोटल हो जाता है । अब इस कानून के हिसाब से ओवर टाइम का जब पैसा मिलेगा तो जिसको माइलेज एलाउंस नहीं मिलता है, टोटल ८० रुपये मासिक वेतन ही मिलता है, उसको तो ८० रुपये के हिसाब से मिलेगा लेकिन दूसरे को जिसे माईलेज एलाउंस मिलता है, उसे ४७ रुपये के हिसाब से ओवर-टाइम का पैसा मिलेगा और तीसरे को जिसे १५ रुपये एलाउंस मिलता है और ४२ रुपये वेतन मिलता है उसे ५७ रुपये के हिसाब ही से ओवर-टाइम का पैसा मिलेगा – अब हम देखें कि यह कितनी बे इंसाफी की बात है कि जिन तीनों को बराबर वेतन मिलता है एक सा तीनों को काम करना पड़ता है, लेकिन उन तीनों को ओवर-टाइम अलग अलग हिसाब से मिलेगा । अभी उन से ओवर-टाइम का काम नहीं लिया जा रहा है । लेकिन यह कानून बन जाने के बाद गवर्नमेंट उन से ओवर-टाइम काम लेना शुरू कर दिया जायेगा । एक सा वेतन पाने वाले, एक सा काम करने वाले और एक सा ओवर-टाइम देने वालों को अलग अलग ओवर-टामइ एलाउंस मिलेगा । अगर कोई ज्यादा काम करता है तो उसको ज्यादा पैसे ओवर-टाइम के मिलेंगे लेकिन एक को कम दूसरे को ज्यादा इस प्रकार से उनके साथ अन्याय होगा । किसी भी प्रदेश में इस प्रकार की स्थिति नहीं है, केवल मेरे प्रदेश में ही है । इस वास्ते मैं निवेदन करना चाहता हूं आप ऐसी व्यवस्था करें कि उनके साथ अन्याय न हो और यह तभी हो सकता है जब कि माइलेज एलाउंस को वेतन ही व्याख्या में डाला जाये और उस हिसाब से उनको ओवर-टाइम दिया जाये ।

श्री आबिद अली : ज्वाइंट कमेटी में भी माननीय सदस्य ने इस बारे में काफी जोर दिया था और अब भी जो उन्होंने फरमाया है वह बिल्कुल ठीक है । अगर कहीं माइलेज एलाउंस है और ओवर-टाइम एलाउंस देते वक्त उसको भी वेतन में शामिल किया जाना चाहिये । इस बिल के पास होने के बाद आशा तो हमारी यही है कि वर्कर्स की हालत सुधरे और आज जो उन्हें मिल रहा है उससे ज्यादा ही मिले और अगर ज्यादा नहीं मिल सकता है तो ऐसा न हो कि कम मिले । इसकी वजह से अगर कहीं नुकसान होता तो मैं चाहता

हूं कि माननीय सदस्य हमें बतायें हम जरूर उनकी सेवा करेंगे, नुकसान नहीं होने देंगे ।

श्री राम सिंह भाई वर्मा : माननीय मंत्री जी ने जो कुछ कहा है और आश्वासन दिया है उसको देखते हुये मैं अपना संशोधन वापस लेता हूं ।

Mr. Deputy-Speaker: He wishes to withdraw his amendment.

Amendment No. 2 was, by leave, withdrawn.

Mr. Deputy Speaker: The question is:

"That Clause 26 stand part of the Bill."

The motion was adopted.

Clause 26 was added to the Bill.

Mr. Deputy-Speaker: The question is:

"That Clauses 27 to 40 stand part of the Bill."

The motion was adopted.

Clauses 27 to 40 were added to the Bill.

Mr. Deputy-Speaker: The question is:

"That Clause 1, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

Shri Abid Ali: I beg to move:

"That the Bill, as reported by the Joint Committee, be passed."

Mr. Deputy-Speaker: The question is:

"That the Bill, as reported by the Joint Committee, be passed."

The motion was adopted.

15.07 hrs.

MOTION RE: REPORT OF NEYVELI LIGNITE CORPORATION LIMITED

Shri Tangamani (Madurai): I beg to move:

"That this House takes note of the Annual Report of the Neyveli Lignite Corporation Limited along with the Audited Accounts for the year 1958-59, laid on the Table of the House on the 29th February, 1960."

I shall develop two main points: progress of work; land acquisition and rehabilitation of the people affected in these areas.

Before I go into the various aspects of the scheme, I would like to say that this is the third report. The first report for 1956-57 was discussed in the House on 11th August, 1958. At that time many Members wanted to know the progress achieved and expressed dissatisfaction at the way in which the reports were presented to the House after lapse of considerable time. The report for 1956-57 was presented only during the Budget Session of 1958. This is what the hon. Minister was pleased to say then:

> "But I would draw the attention of the hon. Members to the annual report of the Ministry for the year 1957-58 where an attempt was made to give a picture right up to the point of presentation of the report. This report, as the hon. Members would kindly recall, was presented before the House at the time when the discussions on budget estimates were made, and that carried us to a point where the position as it existed by about the time when we were meeting for the budget session was given. It is appreciated by Government very much that the hon. Members are taking so much interest...."

He proceeded to say that attempts would be made to see that the latest position was presented to the House.

[Shri Tangamani]

I find that the third report was presented as early as February, 1960, and I am aware the accounting year ended with July. On the basis of the assurance given by the hon. Minister, it would have been welcome if the fourth report for 1959-60 had also been presented by now, though I do agree that in this third report Government has also given us an assessment of the work that has been done till the end of 1959. If the four h report had also been presented, we would know how far we have progressed by the end of the financial year 1959-60. So, I suggest that at least next year, the report for 1960-61 may be made available to Members before the end of 1961. That will give us a correct picture of what is going on.

Having said this, I would submit that though this deals only with the annual report of a corporation, it is actually much more than the annual report of a corporation; it deals with an integrated project which seeks to bring this ligni e mine into operation and also the various connected things like the fertiliser plant, the thermal plant, the carbonising and briquet ing plant and also the white clay plant. It is such an integrated project, and periodically, we find sta ements from the hon. Minister and also from the corporation on this matter.

I would venture to place on record that Neyveli is not just one amongst the projects to be looked after in the normal way, but it is a project round which the industrial hopes and aspirations of the entire southern region of India are centered. It is thus a very vital project in a part of our country where there is a very lively sense of resentment at the neglect of its economic interest in our overall planning so far. Recently, when the Madras Government demanded that the allocation for the Madras State in the Third Plan should be Rs. 399 crores, it was reduced to Rs. 292 crores by the Planning Commission. Resentment was also expressed by the various newspapers in the country. The sense of neglect is not by any means entirely unjustified, and to ignore it only because it sometimes finds crude and exaggerated political expression will be to invite danger. For purposes of national integration as well as for the economic development of the south, the successful and rapid accomplishment of the Neyveli project is extremely important.

On the last occasion also, I was privileged to speak on the First R port of the corporation, but I am afraid I have to repeat what I had said on that occasion today also. I said on that occasion that we were not satisfied with the rate of progress, whether it be with regard to mining or with regard to the o.her allied projects.

Let us take the question of mining itself. As the House is aware, this is a very important project. Probably there are small lignite mines here and there in other parts of the country, but we are exploiting the lignite mines only in the south on such a big scale. The other day, one of the experts from the East German Democratic Republic came and told us that they are now exploiting as much as 220 million tons a year, of this lignite. Here, in the Neyveli project, according to the Madras Government's estimate, the potential is 2000 million tons. As per the project report, we want to exploit 200 million tons of lignite over a small area known as Neyveli, and this will be spread over a period of fifty years. I remember that according to the original project repor', we expected that 3½ million tons will be extracted yearly. I remember that on the last occasion, the hon. Minister said that it would be raised 'o 7 million tons or so, although there has been only a demand for 6 million tons. Recently, in one of the papers, I read that the hon Minister would be content if the exploita'ion was only 4 million tons. So, I would like to know what exactly is proposed

to be done, because on this depends many other allied industries also. Although I am going to develop certain other points in this connection, here itself I can mention that although originally, the thermal plant was scheduled to produce only 250 M.W., now, after Mr. Khruschev came to our country, it has appeared in the press and it has been announced also that this figure is going to be increased to 400 M.W. Naturally, the consumption which was originally estimated at 1½ million tons will now become 2½ million tons, in which case how can it be said that we can be satisfied with 3½ million tons. That is why I do want to know from the hon. Minister what the firm estimate is of the lignite which we are going to exploit year after year.

My hon. friend Shri Narasimhan was telling us on the previous occasion that since this is going to be only an open cast mining, we should also know the depth to which we have gone. There is no use saying that so much of earth has been removed. Fortunately for us, in the report and also in the Government's review thereof, we find that 105 feet have been dug. According to the hon. Minister's statement—I think I am referring to the statement which is reported to have been made by him at the meeting of the informal consultative committee on the 8th December, 1960—150 feet had already been reached in the process of removal of the overburden and the lignite seam will be fullly exposed for extraction by about June or July, 1961.

Here again, I would like to point out one thing. The figures may be this way or that way; it has been stated that 9 million and odd cubic yards of overburden have been removed. Recently, when the Minister of Industries of Madras State visited Neyveli and then he came back, he said that about 10 to 11 million cubic yards have been removed. Originally, what we wanted was that 27 million cubic yards of overburden had got to be removed. I want to know specifically, without going into details by what time we are going to reach this target, because unless this is reached, we shall not be able to exploit the mines. At the same time, I must also point out that unless the carbonising and briquetting plant, the thermal plant, and the fertiliser plant go into operation, the mining cannot go into operation at all. It is such an involved and complicated thing. So, I want to know the firm date by which we shall be in a position to exploit the mines.

In reply to one of my questions as to whether the East German experts had demanded 1000 tons of lignite to be sent to East Germany for testing, it was stated that such a demand had been made, but it would take at least six months to send that quantity, that is, we would be in a position to send the requisite quantity only by the middle of 1961. I would like to know what the position will be in July, 1961. Here, we have been told that by July, 1961, we shall be in a position to extract the lignite. The difficulties which are there are well known to the House. The special favour or disfavour or special disadvantage which we are having is because of the water that is gushing up. Anyway, I want to know how much of this overburden will have been removed by July, 1961. Are we going to come anywhere near the target of 27 million cubic yards of overburden? Or is it going to be only 15 million cubic yards, in which case we shall again have to come forward before this House and say that we have not been able to keep up to the schedule? What is the actual schedule, and by what time are we going to get the lignite which is to be exploited at least by the end of 1961? I want to know how much we shall be able to exploit. An answer to this question will certainly be very helpful to us. On this issue, I can assure this House, or rather I can inform this House—for, who am I to assure this House—that all the parties are united. The State Ministers, in spite of the natural calamity which really needed their presence in Madras made it possible for them-

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selves to undertake a trip not only to the various steel plants but also to Jameshedpur to satisfy themselves as to how far the experiment to be conducted there had started. I believe that the experiment is yet to start. Anyhow, they wanted to satisfy themselves how far they will be in a position to have the pig iron plant with the help of this lignite, so that ultimately it can be developed into a steel plant. This question becomes absolutely important, because Rs. 17 crores are going to be invested on the mines.

Coming to the thermal power station scheme, the entire thermal power station scheme will be commissioned by the middle of 1962. This is the statement reported to have been made in the Consultative Committee on the 8th December, as has been reported in the newspapers. On page 8 of the latest Report, it is stated:

> "....contracts for the supply of working drawings, and for the supply and erection of plant, machinery and equipment were entered into in March and May 1959 respectively. According to the terms of the contract, the first 50 MW unit of the Thermal Power Station is expected to be commissioned in April 1961 and the remaining units at intervals thereafter, the entire Power Station being in operation in about July 1962".

Government have sanctioned the scheme at a cost of Rs. 22.56 crores. Sets of working drawings and a good part of the steel required had been received under the contract entered into with the relevant Soviet organisation. This is in the Report. The capacity of the power plant at Neyveli is to be raised from 250 MW to 400 MW as agreed to when Mr. Khrushchev was in India in February 1960. Consequently, instead of 1½ million tons, 2½ million tons will be required for generation of 400 MW of electric power. There is acute shortage of fuel and electric power in the State. We are told that 5 turbines of 50 MW each are now being manufactured in some factory in Leningrad, according to one of the experts who came here, Mr. V. Bolshokov. Indian engineers visited that place. I want to know whether we are going to have 5 turbines or 8 turbines.

Here I would mention from the statement itself how with great difficulty, from the pilot plant which we got from the TCM, some 200 tons of lignite were extracted. Ultimately, it was sent to Madras for some experiment. But the experiment could not be conducted. This is a sort of thing which really brings despair to the minds of the engineers, young men who were at the job for such a long time. They find that in spite of these 200 tons being extracted and sent to Madras, nothing has come out of it whatsoever. There should not be this kind of goose-chasing.

As regards the fertiliser scheme, Government have sanctioned a scheme for the production of 1,52,000 tons of urea per annum at a cost of Rs. 26.10 crores. A contract has been entered into by the Corporation in 1959 with Messrs. Pintach-Bamag-Linde, a group of German firms, and Messrs. Ansaldo, an Italian firm, for the supply of plant and machinery and technical services for erection and starting on the requisite scale. The 1958-59 Report says that the work will be completed by September 1962, production in October 1962 and full production in March 1963. In the Consultative Committee, we are told that the plant is expected to be ready by the end of 1963 and production of urea is expected in 1964. By which statement are we to go?

In this connection, in passing I would like to mention that although now it has become a project involving international collaboration, with the East Germans, West Germans, Italians and Russians being all there—they are doing a very good piece of work—I

would like to know whether we have not reached a stage when we can design our own fertiliser plant. Is it not true that for the fertiliser plant which is going to be put up in Andhra, the consultants are coming from Sindri itself? Are we not in a position to do this now ourselves? I do not know; so I would like to be enlightened on that. I went there and this is what struck me; so I am just placing it before the House for what it is worth. I would also like to know on what terms these foreign consultants are helping us. We are very happy that they are helping us. But I would like to know whether we have not now got competent consultants as a result of the work already done in the country.

As regards the briquetting and carbonising plant, I have no time to repeat what the hon. Minister stated. On the last occasion, he said that this would cost about Rs. 11 crores. Out of this amount, the foreign exchange component would be Rs. 6½ crores. Now we find that we are trying to get this plant indigenously, here itself, with the help of our own experts. That is very good. But is there any firm date for the supply? How much are we going to spend on it? By what time are we going to get the plant? I would like to have specific answers to these questions. I am posing these questions so that the country may know how far we have advanced before the end of this year, because we do not have the Report for this period. The latest Report is only till the end of 1959. Let the country also know by which time we are going to achieve the various targets in the various sectors of this integrated project. It was said in 1957-58 that the project report would be finalised and tenders would be called. In 1958-59, the position is —global tenders received through the India Supply Mission in Washington and under scrutiny. In 1960 (December): tender have been received and recommendations made; plant expected to be ready by the first quarter of 1964.

This is the reply that we have got. I would like to know what is the position now. Are we going to produce the 380,000 tons of carbonised briquettes as originally planned. This is a smokeless fuel suitable for domestic and other purposes. What is the cost of this plant?

Lastly, I come to the clay washing scheme. As regards this, the hon. Minister himself mentioned that it is a very good clay. It is stated in the Report:

> "A detailed project report for setting up of a clay-washing plant adopting conventional methods without foreign exchange will be finalised by the end of 1959".

Has it been finalised? The project report and detailed specifications were considered by the standing panel of technical experts and its recommendations were approved by the Board in April, 1959. The Government of India approved of this and tenders were invited, the due date being 2nd November, 1959. It should be possible to commence the plant before the end of 1961 when clay will become available. This is a scheme for utilisation of excellent clay. All this is given in the Report itself. I would like to know what is the present position.

So far as fertilisers are concerned, to a question put here, Question No. 940 in the name of Shri Morarka, this is the reply:

> "The first consignment of the plant and machinery is expected to be received at Madras Harbour by January 1961".

This is the latest reply.

Having said this much about the plant generally and about Neyveli itself, there are certain observations I would like to make about how things are working and the complaints we have received. There is a reference to railway siding here. At least Neyveli is an important plant. Here I

[Shri Tangamani]

would quote the hon. Minister himself. This is what he said on 2nd April, 1958 replying to the Demands:

> "This is a project to increase the fuel resources of that part of the country.... Neyveli should be viewed as an integrated project. We have carefully gone into the economics of this; it is likely to increase the power resources of the south and the fertiliser that it produces in the form of urea will be a welcome addition to the fertiliser resources of the country. The briquetting and carbonising scheme also provides a ray of hope to the feeling that very strongly persists in the south, namely, the possibility of starting a steel plant. It is my duty to inform the House that these briquettes may in course of time turn out to be a substitute for metallurgical coal for production of steel in the south".

There is a shortage of metallurgical coal. Two years ago, the hon. Minister, who has got a very specialised knowledge about coal, said that this is going to be a substitute for metallurgical coal. If that is the position, and with the steel plant idea also looming large, the question of this briquettes becomes absolutely important.

Taking the Neyveli project itself, does not the case for having a rail link between Neyveli and Bangalore, the two centres of public sector industries linked by the same gauge, become very strong? Is not the case of the country demanding of us that this should get top priority? Are we not going to include it in our plan? Let us not say that this should come under the Railway Ministry. A question was raised here that there is a fertiliser plant, then there is a mining project, and then the thermal project; so how is it that we are having this Corporation under the Ministry of Steel, Mines and Fuel? To this the reply came—and I am satisfied with it—that the main work is done by the Ministry of Mines and because of their joint responsibility, they will see that nothing goes by default. Let them now pose this proposition that we must have top-priority for this rail link.

I would leave it to some of my other hon. friends to say about the township that has been built and the contracts.

In the report itself we find that some poor people have been uprooted. There has been some discrimination. I would like the hon. Minister to go into the lots of reports that have been received. I would ask him to supply us with all the materials. Why should we become litigation minded? Because some of the peasants have succeeded in the High Court the Corporation is thinking of taking the cases to the Supreme Court. Let us not bring litigation into this. Let us go and settle with the peasants. Pay them a few rupees more, a few X rupees more instead of spending 25 X rupees by taking it to the Supreme Court. It is a very very dangerous principle.

About the amenities to workers. Here it is said that the Board was pleased to supply, in the name of amenities, one sewing machine to the wives of the employees. These are the amenities that we have. They are nothing. Even drinking water they are not getting. That was the complaint that we have been receiving.

Another point is about exhibitions. Shri Narasimhan was saying that they wanted the exhibition to go to Salem but the people were not interested. The Corporation did not show the least interest in the exhibition. We find that it was taken to the All-India Khadi and Swadeshi Exhibition. It was taken for another exhibition. If this is meant for any organisation it should be for all organisations. If any political party or public organisation demands that this must go as part of the exhibition, you must accede to that because it has got two purposes, one educative and the other for advertisement. You have spent Rs. 190,000

for advertisements. How much it it for exhibitions? Why should one set or group of people or one party or organisation alone benefit as a result of these exhibitions? That is also another definite point which I would like to raise.

On the question of recruitment I will say only a few words and I will be done. We have received reports. This is an all-India project. My view is that the best talent in this country must be pooled and employed there. In the report they say that although they advertised in all the newspapers they did not find eminent young men from the north applying. I do not know what the actual position is. Even amongst those people who applied from the south there appears to be some discrimination. This has been brought to our notice. I do not want to import our local politics here. But I would like to mention . . .

Mr. Deputy-Speaker: The hon. Member need not mention names.

Shri Tangamani: I am not going to mention names. I have formulated it in such a way that it may be acceptable to you and to the House. Neyveli is a national enterprise; it should be nursed and nurtured. As such, recruitment for this project must be from among the best technicians available in this country. Only yesterday Shri Manubhai Shah spoke about our young men and said that persons who were not prepared to lend Rs. 10 crores were now prepared to lend Rs. 50 crores because things are in the hands of our best men. There should not be any discrimination shown. I have got reports to show and I can say on the basis of personal knowledge also—and that is being given credence by men in the highest rungs of ladder in Madras State—that there is discrimination. On this point also, I would like the hon. Minister to assure the House.

This is a very important project. On the success of this many things depend, not only the industrialisation of the south but other things also. In Germany where there is shortage of metallurgical coal, they were able to replace the metallurgical coal by lignite. They have developed their industries. There are 2,000 milion tons of lignite available in that area.

I would again pay my tribute to one of the saints of the South who lived there during the British period, some of the songs written by whom are being sung by the people in the South, Shri Ramalinga Swamigal. He spent most of his time in this area. People of that area will certainly associate Shri Ramalinga Swamigal with Neyveli.

I would request the hon. Minister to pay special attention to this. I would ask him to take the House into confidence and to make a report available to us as early as possible. The several points that I have raised may also be looked into. I would be happy to have a clear-cut picture of the progress that is made, the way the employees are taken in, the way the technicians are being utilised and the way the peasants are being treated in that area.

Mr. Deputy-Speaker: Motion moved:

> "That this House takes note of the Annual Report of Neyveli Lignite Corporation Limited along with the Audited Accounts for the year 1958-59, laid on the Table of the House on the 29th February, 1960."

Shri Narasimhan (Krishnagiri): Sir, I welcome this debate not merely because it allows a certain amount of cross examination but because it enables us to watch and see the development with pleasure. Any attempt to convert this kind of examination into a *post mortem* will be premature even as a *post mortem*. It would not be nice to indulge in such a kind of thing. When we sow the seed we expect the plant of whatever it is to grow and come to fruition. Therefore, I would even go to the extent of saying that this discussion should not deteriorate

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into that sort of thing. It should be a kind of periodical encouragement like the half-yearly examinations and the quarterly examinations of students, where you award classes such as first class or the second class. Only when the mark goes below 30 or 40 we underline it with red ink in the progress report and ask the parents to keep a watch over the ward. I compare this kind of discussion with that.

Shri C. R. Pattabhi Raman (Kumbakonam): He is a bachelor talking.

Mr. Deputy-Speaker: As a parent or as a teacher or as both?

Shri Narasimhan: In Sanskrit they say, *Mata, Pita* are both gurus.

Mr. Deputy-Speaker: Then, I would love to be a pupil.

Shri Narasimhan: My mind goes back to a period when this project was suggested first 8 years or so ago for acceptance by the Government of India.

Once in the course of a Railway Debate, indirectly, I mentioned lignite as being usable by the Railways. Then, in the official gallery were sitting the then big bosses of the Railway Board. I am referring to somewhere in 1952. They were amused at the whole thing and thought it was all nonsense. That was what they were believing then. I was actually told by one of those bosses of the Railway Board, 'Look here, my dear fellow, you will get all these things when your grandsons and my grandsons are reading somewhere.' That was the very expression that was used.

An Hon. Member: And you are not married!

Shri Narasimhan: That he was not aware of.

All this pessimism has been falsified; we are finding things growing. I would like my colleagues in Parliament to realise the fact that we attach much importance to the thing because it is going to revolutionise the industrial position of the Madras State. It will get strength and thereby give strength to the whole nation. Not only that. The adjoining States of Mysore, Kerala and Andhra are going to be helped by this in various ways. There are indications that there are more beds of lignite. If further geological explorations take place more beds will be found in which case even the Railways will be benefited. If these experiments succeed, even the Railways in that part of the country can use this as fuel. That being so, it is going to help the entire country and the dependence of the extreme south on the coal from the north of India for its day-to-day industrial life is going to disappear. So, great importance is attached to this project.

Now, turning to the very first page of this report, I may point out that this page gives the list of directors. This is a bit out of date for the reason that our eminent colleague, Shri C. R. Pattabhi Raman is no longer there. A certain amount of criticism of the board would be relevant and my approach would more or less be the same as that of some hon. Members who spoke yesterday and the day before. The directors are: Shri N. S. Mani, I.C.S., Shri A. V. Venkateswaran, Dr. Nagaraja Rao, Shri G. R. Damodaran, Shri S. R. Kaiwar I.C.S., Shri T. M. S. Mani I.C.S. and so on. They are no doubt very eminent and capable people with a very distinguished record in their respective spheres and I have absolutely no complaint against them; I have all admiration for them.

Still I have to point out certain things. Dr. Nagaraja Rao and others are on a number of corporations. He is on the Heavy Engineering Project at Ranchi and so on.

Mr. Deputy-Speaker: The adjectives and qualifications which the hon. Member used qualify them to be so.

Shri Narasimhan: They are very capable men . . . (*An Hon. Member:*

He is satirical) No. I am not satirical. I am sincere. All I say is that they are not supermen. I do not expect them to be treated as supermen and given the burden which supermen alone can carry. The general doubt expressed by hon. Members of this House as to whether these corporations are to be managed by directorates as this should be looked into. All of them almost have other preoccupations. As Government servants their method is to be cautious and take time. While the business method is to take risk and be adventurous and profit by the adventure. Here both have to be properly blended and the best results obtained. It is a difficult task and to put people with several preoccupations in these boards is a great weakness which the Government of India has been indulging all along. This board proves no exception to that general tendency.

This project, which is vast by itself, has many big branches, if I may say so. There is the thermal station, another is the fertiliser project. The third is the briquetting and carbonisation. Each one of these schemes involve several crores of rupees. Different types of business management and knowledge are required and by their very nature they require separate corporations for their individual management. They are all brought together in one corporation. It is true that the project is called an integral project and rightly so. But the question to be considered is whether each one of them should be given to a specialist separately. At the early stage whatever they may do, I have no objection. But as the schemes progress, individual responsibility for each scheme is a great advantage if they are separated. If one thing goes wrong and the others are affected by it because of one set-up, it may not be good. Therefore, a certain amount of differentiation is much better. At the proper stage, I would like the Ministry to look into the matter . . .(*Interruptions*). I am reminded by my eminent friend sitting beside me, Dr. Aney, that these people are not all permanently residing there. Dr. Nagaraja Rao is not there. Every person will be treated by the other as if it is a passing . . .

Shri C. R. Pattabhi Raman: phantom.

Shri Narasimhan: Not phantom, but passing . . .

Mr. Deputy-Speaker: Show?

Shri Narasimhan:.... passing being. I mean to say that the permanency of interest is not there and every time they are expecting a bigger assignment. They are great and they can get a thing much higher than what they have at present and just as water finds its level . . . (*Interruptions*) They go up.

Mr. Deputy-Speaker: Water would come to the lower level.

Shri Narasimhan: That is the law of nature. It it natural that water should find its level; it may be lower. In the other case it is also natural that they should reach a higher level.

In page 4, there is reference to the foreign exchange and it says that there will be an 'inevitable time lag'. I do not know why it should be treated as inevitable. If the other departments of the Government of India, in particular the Ministry of Finance, cooperate realising the importance of this scheme this difficulty should not be there.

In para 3 on page 4, there is mention about delay in clearance of a particular unit. It is not clear whether it is port clearance. I would like to know which was the department which was responsible for this delay and why there was such a lukewarm attitude. I am mentioning this to impress upon the other departments not to be lukewarm in their attitude towards such projects. We generally hear the private sector complaining about the red tape and the suffering caused because of it. Let not the same kind of treatment be meted out among the Government departments themselves.

[Shri Narasimhan]

Shri Tangamani referred to the delay in the acquisition of land and litigation and so on. I agree with him that at the proper stage a bargain must be struck and the delay must be avoided. If a little more money is given in the purchase of this land to the persons there, it will not bring about any ruin. It will save a lot of delay. The other day I heard rumours about the cost of land in an oil refinery area being prohibitive. I asked a supplementary question and nothing further was heard about it nor did I pursue the matter. That only shows that people there in charge of that project have greater drive and are prepared to give even prohibitive prices for important projects. After all the land of these persons is going to be taken up and they are going to be displaced. The loss that they would suffer or the inconvenience that they would have to undergo could not be calculated or equated to the cost of the land. They are dispossessed of their lands: they are to shift from that place and they have to go to a new place and search for a new avocation. Considering all these things, a generous attitude will not be wrong. That is not to say that I want the public money to be squandered. What I say is that a sympathetic approach is needed.

Shri Tangamani also referred to the shortage of personnel. It is said that clerks and accountants were not available. I am not able to convince myself that it is the case. It is not difficult to get people with qualifications in accountancy and so on. I can understand the difficulty felt about the non-availability of highly and technically qualified people.

In the list given in the report it is said that section officers, clerks and accountants are all very difficult to get. I am really surprised. There are a number of commerce colleges and any number of other institutions in the south. To imagine that the Lignite Corporation was not able to get these people in sufficient number and of the required qualifications only means that the recruiting arrangements have not been adequate.

Sir, I fully appreciate their desire to get technical men at the lower level and give them practical training under their own auspices. That is what they have learned after experience. In the first instance they did try to get the very best men. They did not succeed in that and later they realised the necessity of training their own men under their own auspices. That is a very good decision, and that should be done with a larger perspective and in a wider range.

From the Parliament Library I was able to trace a very good book dealing with the Neyveli Lignite Project published by the Annamalai University. It is a book published through the Publications Officer, Annamalai University. There is one passage attributed to Shri Lahiri, Director, Fuel Research, who is the guide and philosopher for the Government of India in the matter of scientific aspects of fuel. He is a sound adviser. I quote a passage attributed to him from this book:

> "It is true that, although the variety of tests carried out was large, much remains to be done on a larger and more representative samples of the lignite. The subject of lignite research is an interesting and varied one. both on the fundamental and on the applied side. When it is known definitely that the lignites of South Arcot can be mined cheaply and in an adequate scale, it will probably be advisable to set up a fully equipped Lignite Research Station in the South."

That is what is said by the Director of the Fuel Research Institute of the Government of India. He himself suggests that there should be a separate research institute on lignite. He said this in 1954. We are now in 1960. It will be quite appropriate if the Government of India in the Ministry of Steel, Mines and Fuel apply their mind to this subject so that full exploitation of lignite and their by-products and also the method of exploitation can all be done originally here. Then w need

not simply depend on foreign entrepreneurs. Some of them may be jealous and they may not disclose the know-how, and ultimately the know-how may be sold at a high cost when it will be a difficult bargain.

Sir, I would like to touch upon one more point before I finish. There was some difficulty about the bucket wheel excavators. They have had actual teething trouble, in the sense that their teeth broke down when they started to work.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Literal teething trouble.

Shri Narasimhan: I put a number of questions on that. Now I am informed that the smaller one has started working and they are trying to put the bigger one also into operation. They are giant machines, each small one costing Rs. 25 lakhs and each big one costing Rs. 75 lakhs. They have about half a dozen of them. They are not simple things, they are very costly things. I was informed by some competent people that the trouble was really due to the fact that they first thought that even the ground could be broken by these excavators. The experts who examined this question in Europe took the advice of East Germans and others. The ground there was not as hard as the ground in our country, especially in the Neyveli part of the country. Somehow or other, those who went from here to Europe to purchase these machines probably were not well aware about this important question and the importance of this question in the working of the machines. So some machines came and when they started working their teeth broke down. The East Germans and others gave the explanation that they were not told about the real nature of the soil. I am now told that they are using gun powder and other explosives to break the ground as a preliminary step to using this machinery. I would like to know the real facts. I would like to know whether they originally thought that even at the first stage of working this machinery would be useful and only after trying it, it is being given up and the conventional method of using explosives is adopted, or whether, as is generally made to believe, for all the stages these machines are usable. I would like to have an answer to this question—I think I have made myself clear. I would like to know whether in the initial stages it was thought that for all the stages this machine would be useful and only after the machines arrived here we are trying to make the best use of them by using the conventional method as a preliminary step.

Sir, generally, I have the warmest appreciation for the great work done by the Directors, the Managing Director in particular. It is not an easy thing. When you are spending crores of rupees, naturally all kinds of difficulties, objections and dissatisfactions arise. He has to satisfy the field workers there. He has to satisfy the powerful and very critical Ministry here at Delhi. The Ministry in turn has to face our questions. Therefore, in the midst of all these things for such a thing to have emerged is a great achievement, and I have nothing but the warmest appreciation for it.

Shri Sampath (Namakkal): Sir, we are now discussing the annual report of a project on the successful and strict execution of which depends the entire future of major industrial progress of Tamilnad. That is why when ever this project is discussed we find much enthusiasm, even some excitement among the Members from Tamiland to whichever party they might belong.

An Hon. Member: Members from the south.

Shri Sampath: Yes, Sir, I have a word to say about the composition of the Board of Directors. Apart from what was mentioned by Shri Narasimhan, I think most of our people feel that the Ministry in the Madras State should be in a position to have active

[Shri Sampath]

association with the execution of the project. Just like in the Punjab where the State Government exercises control over the execution of the Bhakra-Nangal Project, the Madras State Government should also be in a position, not through its civilians alone but also through the Ministers, to have some active asociation with this project. Some way should be devised to see that one or two Ministers are included in the Board of Directors.

Why we Members from the south lay so much emphasis on the speed of the execution of this project is because our State suffers from acute power shortage. It is mentioned even in this Report. On page 5 of the Report it is said:

> "(The Drive Head Control Stations were erected quickly on receipt of the first Bucket Wheel Excavator, the first Spreader and the part of the Belt Conveyor System to go with them, started excavating and removing the overburden from the end of August, 1959. The power required for operating the machines is being supplied from the Madras State Grid. Large fluctuations in the supply voltage are making it difficult to operate the machines continuously.....)"

The power shortage could be understood by any who has watched the recent orders from the authorities controlling the industrial works and industrial hours. One can very well understand that. We are not able to go on with any new industrial enterprise due to the shortage of power. That is why we are laying much emphasis on this project being executed in a speedier manner.

16 hrs.

There is a fear in the minds of the people whether lignite will be ready for use when the first thermal station unit goes into operation, as is very well stated in the report itself:

> "As with reference to the progress of the other constituent schemes, lignite would have to be won in small quantities for the first unit of the Power Station only in April 1961...."

There should not be any delay in this. After erecting the plant, the plant should not wait in idleness to get the required fuel. Proper arrangements should be made well in advance because, as we have been told, many unexpected delays have had to be met in the proper execution of this project in the past. This work should be properly done and very carefully executed, and I hope the Minister will exert himself in this direction.

Regarding the facilities given to the workers, Shri Tangamani has dealt with them in detail. I shall only quote one point from page 7 of the report wherein it is mentioned as follows:

> "....your Directors are glad to report that the crews of the machines exercised great care in the use of the Scraper Loaders and the Dumpers, and the maintenance and repair personnel exercised appreciable initiative in making repairs to worn out parts that are ordinarily thrown away and replaced, if spare parts are readily available."

It is a very well-deserved compliment that has been paid by the directors. But, in this connection, I would like to draw the attention of the Government to a fact that most of those crews are now treated as casual labourers. They are under the daily wage system, whereas in many other public undertakings similar crews are on monthly pay system, and they are given these facilities and advantages and amenities that go with a monthly pay system. This point should also be borne in mind by the Minister.

Next, Shri Tangamani also mentioned about the failure of the experiment that was to have been conducted in the Basin Bridge power station. we have a panel of experts and we would like to know why the panel of experts did not envisage this difficulty and what is the position after the failure of that experiment. The report simply says as follows:

> "It has been arranged with Technoexport, Moscow, that they may conduct the tests, if necessary, when the first boiler of the first unit of the Thermal Power Station has been installed, and alterations, if any, to that boiler and to the other boilers carried out, if needed."

I want to know whether this would mean inordinate delay or whether this aspect of the problem has not been envisaged by our panel of experts and how the failure in getting the experiment going, is giving to affect the execution of this project. I want some more light to be thrown on this aspect of the problem.

Then, from the way in which we get the reports, we are afraid that the scheme for clay washing and briquetting and carbonising is being shelved. The inordinate delay and the leisurely manner in which this business of calling tenders, examining them, recommending the measures and finalising them is proceeding, is worrying us very much. This is a thing which cannot be done in that leisurely manner, because, as I said earlier, the industrial progress of the State depends upon the complete and quicker execution of this project. I want to know in what stage exactly the briquetting and carbonising scheme is and the clay washing scheme is. Is the Minister in a position to assure us that it will be taken up very soon and that proper arrangements are being made? I would like to know particularly the position with reference to the briquetting and carbonising scheme. We understand that some tenders have been called for and even the examination stage has been over. I want to know from the Minister whether it has been finalised and firm recommendations have been made by them and, if so, the full details of the position, if given, will relieve the anxiety of the hon. Members of this House.

Regarding the township, I recently visited the project and I was also shown some of the new buildings which are leaking awfully. I do not know what steps the Corporation has taken to investigate the defects; especially those quarters or flats which are built for the low-income group are awfully leaking, and no repairs are being done and nobody is able to complain also because they are afraid that they will be victimised.

I want to know who are responsible for these defects in the construction of the township and the buildings. It should be found out and the responsibility should be fixed on the person concerned and a proper investigation should be conducted. Even the high school building—though it looks very fine from at a distance—is found to have awful cracks in the walls, when one goes inside the building. A new building, with these cracks, telis a very sorry tale. This matter should be properly investigated.

Regarding the facilities given to the people living in the township, formerly, they had only one co-operative stores and no other shop was allowed to be opened in that area, and all the people living in the township had only one shop and had to get things from that shop only. They had to rush to it and so they experienced all sorts of difficulties. Then, even to get some more branches opened, the workers there had to fight and struggle and put in their demands, put out public notices and conduct public meetings, etc., and only after all this was done, the Corporation is showing some signs of moving.

In this connection, I feel it will not be out of place if I narrate one incident. When I want to address a

[Shri Sampath]

public meeting there, almost all the organisers and the persons who were sitting in the front row were all wearing beards. In our parts of the country, it is something very queer to find a batch of people growing beards. When I asked them about it, they said that there was not even a single barber shop in the township. For that particular thing, the secretary who organised a meeting put forth the demand, "We want a barber shop". It is very ridiculous, but still, the Corporation seems to be very insensitive to all these demands.

Mr. Deputy-Speaker: Did they put this demand only before the hon. Member or to some other authority?

Shri Warior (Trichur): The Chair wants the hon. Member to quote the authority.

Shri Sampath: The authorities are not so easily available for them to put their demands! Even these public meetings are not allowed to be conducted inside that area. I can very well understand that, if there is a very grave situation existing like strikes and other things. But even in the normal period, public meetings to be conducted by the workers' union are not allowed to be conducted inside that area, because the authorities there do not want to hear the criticisms even through loudspeakers. They are not in a position to prevent altogether public meetings being conducted. They are conducted in the town limit. But in spite of the fact that there are a large number of *maidans*, they are not allowed to conduct their public meetings. If this elementary right of expressing their opinion is not allowed to be exercised there, it is a very sorrowful state.

One thing I want to emphasise with regard to the execution of the project is we must avoid delay. Although it may sound a general maxim, somehow or other in this project, in every annual report, some lame excuses are given for the delay caused. In one report, it will be said that a wing will be completed in 1960; in the next report, it is just changed to 1961 and to 1962 in the report after that. Like this, delays are occurring. Somehow or other, these delays should be avoided.

When we go to the secretariat, we find the following words of the Prime Minister prominently exhibited before the lower division and upper division clerks:

> "I am not interested in excuses for delay. I am interested only in a thing done."

I believe that this motto is also in the Minister's room and he does not find any difficulty in deciphering it.

Mr. Deputy-Speaker: How long will the hon. Minister take for his reply?

Sardar Swaran Singh: I will not delay, Sir, because the hon. Member has said we should not delay. I will take about half an hour.

Shri C. R. Pattabhi Raman: Sir, Neyveli, as has been pointed out by Shri Narasimhan, is a place of great pilgrimage since early historical times and recently Shri Ramalingaswami was there. It is also a great place of pilgrimage from the modern point of view.

Shri Tangamani: It was Shri Tangamani who referred to it and not Shri Narasimhan.

Shri C. R. Pattabhi Raman: I sincerely hope that the tourist department will take note of it. I hope Sardar Swaran Singh will see to it that just like Bhakra Nangal, Neyveli also will be a place worth visiting by modern-minded people, scientists and other people interested in the growth of our ancient land.

Incidentally, Neyveli was also a place of great artesian wells. It used

to be a place for sight-seeing, with its huge artesian springs going up to 30 or 40 feet above the ground. I am saying this because one of the reasons for the delay is pumping the water out of that area. It is susceptible to artesian structure.

As pointed out by more than one speaker, it is a welcome thing that we have frequent discussions in this House on these projects. If any project is going to benefit by being exposed to light, I respectfully submit that Neyveli is one such project. I am sure its record will prove itself. So far as lignite is concerned I have already said on several occasions that lignite gave prosperity to West Germany, which had been reduced to dust after the last war. Of course, there was a lot of American help, but the prosperity of Hamburg and other places was due to lignite. Lignite has got tremendous potentialities and I have no doubt that our prosperity is linked up with the prosperity of South India.

Whenever any reference is made to lignite, it has to be remembered that lignite is spontaneously combustible. You cannot mine out lignite and keep it either in a railway wagon or expose it to atmosphere. It must be briquetted or fed into a thermal plant. I am saying this because Shri Sampath was referring to the delays. There are many other reasons. They cannot just go on mining. They have to keep everything else ready. It must be an integrated scheme, and the scheme has to be looked at wholly from a complete point of view. The delays have been due to various reasons. Some huge machinery have come to Madras port. They have to be carried along the road in 40 wheelers and 20 wheelers and heavy trucks. On the way many of the culverts are not strong enough to stand the weight of the machinery carried in trucks. So the culverts have to be re-built. Therefore, what I am pointing out is that they have to face many difficulties, one of the major ones being the transport of the huge machinery arrived at the Madras harbour to Neyveli.

Shri Tangamani: They have been safely delivered.

Shri C. R. Pattabhi Raman: Then Shri Sampath made another point which I would like to clarify. I hope he remembers the rock-bursting material stored there. There are also many very valuable materials round about that place. Some of the tyres are worth Rs. 10,000 to 20,000 each and they are used by the earth-moving machinery. Some of those tyres are as high as the panel here. They are specially made for the purpose of the earth-moving and other machinery. They have to be ready on the spot, and they are costly things. So, the prevention of people assembling round about the area can be justified on that ground.

I think I have kept myself more on delay than I had intended to. I had the good fortune to be associated with this scheme for a period of a little over a year, that is to say, from 17th July, 1958 to 16th September, 1959. But, as I said on another occasion, I do not claim any credit, except as being the Chairman, for the good work that has been done. That has been done by the men on the spot. The thermal plant and the briquetting plant have become *fait accompli*. Regarding the clay washing plant and fertilizer plant I am glad that world tenders have been invited and accepted. I am sure the Minister will let us know the position.

There is a lot of rumour about Neyveli. I am sure that he is going to share with the House the information that no attempt is being made to put clay washing on the shelf.

I may straightaway say that this is one of the projects envisaged and taken up by the Government of India under the Colombo Plan, and between 1st January, 1955 to 15th

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September, 1955 the administrative responsibility was also taken by the Government of India. So, it is an integrated project which comprises the four aspects of mining and utilisation of lignite, thermal station, fertilizer and briquetting. The Madras Government have spent nearly Rs. 79 lakhs. Actually, the initial probe was done by the Madras State. They have done yeoman work in the beginning and it is recognized by us that it is one of the few projects where the State Government took the initiative and did the initial work.

Then Shri Sampath was referring to the Ministers. I do not think there can be any technical objection to the Minister being there. I suppose they send their representatives. Two civil servants of the Madras Government are on the board.

So far as mining is concerned, I find that the actual achievement up till today is 451 million cubic yards whereas even the revised target was only 4·4 million cubic yards. So, instead of there being a delay, there has been.....

Shri Tangamani: The total which has to be cleared is 27 million. We have not reached even 11 million. That is the point. How are you going to do it?

Shri C. R. Pattabhi Raman: Shri Tangamani himself has stated that 105 ft. has been reached so far as the total digging is concerned.

Shri Tangamani: The Minister would be in a position to reply to my points.

Shri C. R. Pattabhi Raman: I dare say that. You are perfectly entitled to comment on my lack of ability; I am sure it will be in better hands. I am only saying that we have reached the annual target in mining. That is in the report. I am not saying anything outside the report. If I stray outside the report, you can come down on me like a ton of coal. So far as the actual target is concerned, I submit it is not....

Mr. Deputy-Speaker: Here it is the burden of lignite and not coal.

Shri C. R. Pattabhi Raman: Actually 2·5 tons of lignite will be equal to 1 ton of coal. That is the value *vis-a-vis* coal.

Coming to repair work, I wish people come and see the excellent material that we have so far as personnel is concerned. Young men who were not at first acquainted with the machinery are doing an excellent job. I am sure the hon. Minister has already recognised it. People who have not seen huge machines are dealing with repair of machinery on the spot. Many of them were put into the work within one or two hours after the breakdown. We have got excellent staff there on the spot for that purpose.

Then, I shall deal with the thermal plant. Reference has also been made to the Russian Agreement. That would consume 1.5 million tons of lignite. It would cost Rs. 22.56 crores, with a foreign exchange component of Rs. 14·6 crores of which Rs. 14 crores will be met out of the 500 million Rouble U.S.S.R. credit. With regard to the increase of 400 megawatts, to which reference has been made, I do not know wherefrom the actual information has come. So far as the present report is concerned, this is the position with regard to the thermal plant.

Under the fertiliser scheme, we are going to produce 1.52 lakh tons of urea with a nitrogen content of 70,000 tons per annum. On the basis of global tender, the Government have sanctioned the establishment of a fertiliser plant at Neyveli at a cost of Rs. 26.10 crores with a foreign exchange component of Rs. 17 crores. Then, finally, I will come to briquetting. Here, the position is that there

has been a pilot plant. Arrival of equipment was over, if I remember aright, by 1958 and the pilot equipment has been completed by the end of 1958. Any postponement of this would seriously upset the economy of the integrated project. I have no doubt the Government will expedite this work.

As regard labour, as far as we could see, all labour for the lower cadres is invited through the Emp'oyment Exchange. That is quite true. For the rest, it costs them as much as Rs. 50,000 to advertise for trained personnel. They have tried their best to get the best men available all over India. So far as amenities to workers and displaced persons are concerned, I do not know why my hon. friend was refrring to courts. Once a worker takes a matter to the court and gets a stay, nothing else can be done. It may be not one-sided. It is not as if the project people are opposed to it. They have to resist litigation. They have to defend themselves. That is what happens in many instances with regard to litigation.

I think here is a project which, taken as a whole, is going to change the face of South India. Not only the integrated project is to come there with 10,000 or 15,000 people working there, but some more connected and related projects will also come very soon, much sooner than later, with the result that you are going to have a great development. Also, perhaps, the low grade pig iron project and any other project that we may propose and also the steel project later on may come.

It is true that it is very necessary that we must have the proper railway link with Neyveli. I know it is a different Ministry that deals with it. It is no use pleading that the Third Plan position does not allow that. I am glad the hon. Prime Minister, today or yesterday, referred to the Railway needs of South India. It is not our fault that the Southern Railway is run mostly on metre gauge. When the Biritish Government were ruling, they wanted to get rid of their old railway lines—the whole of Europe has now only standard gauge —and they just dumped the broad and metre gauge on India. It so happens, therefore, that the whole of South India is metre gauge, but we should not suffer for that. Frequently references are made to wagon capacity, getting wagons and equipment, dieselisation etc. I think railway links round about Salem and Neyveli are necessary. I know my hon. friend Shri Narasimhan has been pleading for it vigorously and often. I hope he will succeed.

I wish to congratulate the hon Minister, Sardar Swaran Singh, who has been so helpful to the integrated project and done everything in his power to see to it that the south has a proper place under the Sun. At one time a sum of Rs. 75 to Rs. 80 crores was contemplated as expenditure on this project. Now it is about Rs. 92 crores. Very soon it may go up to Rs. 120 crores. So, it is a huge, gigantic project in which everybody is interested. It is an all-India project for which the Bihari, the U. P. man, in fact, persons from every State, are paying taxes. I am very glad this report is being examined by us, and I have nothing but congratulation for the Ministry.

Dr. M. S. Aney (Nagpur) May I ask a question? What is the first year when extraction of lignite will start?

Mr. Deputy-Speaker: The Minister would explain it later.

Shri Warior: I have only three or four minor points, but they are very important points.

The Minister must thank Shri C. R. Pattabhi Raman for his very efficient explanation for the delay in execution of this project.

My first point is one to which Shri Narasimhan also referred. The

[Shri Warior]

general complaint of the employing centres of India, especially the big cities, is that the south is supplying all the staff and that the north is not getting its due share. But here in the south itself the complaint is made that they are not getting men after all this advertisement. This is quite amazing. Here it is mentioned:

> "Considerable difficulty, was, however, experienced in getting adequate numbers of personnel for posts of section officers, senior accounts clerks, upper division clerks and to some extent assistant executive engineers also."

In all these projects, including even Bhakra-Nangal, there are many South Indians, from the engineers down to the lowest worker. We South Indians are managing fertiliser plants like Sindri from top to bottom. When that is so, why has this been put in here?

Mr. Deputy-Speaker: Because they have moved northwards!

Shri Warior: It is not that it is not advertised in local or all-India papers. It means that there is something radically wrong there. It may not be even emoluments. It is up to the Ministry to consider this.

Here is a pasasge from which some slight inference can be drawn:

> "The scrutiny of applications for a number of categories of posts by the relevant selection committees has disclosed that the calibre of applicants is not also particularly good."

This is adding insult to injury. We have not got many big projects there. This Neyveli project is the only isolated, single project which has been allotted to the whole of South India. In that respect, Kerala, Mysore, Andhra and Tamil Nad are all clubbed together. And in respect of this project, this is what they say. I do not know what that scrutiny is, or the criteria applied in selecting personnel, because personnel from the same south India are found best for all other projects, even in the north.

At page 20 of the report, we find that:

> "The total number of employees in the Corporation on the 31st March 1959 was 2,807, including 130 in the higher grades, and 1,077 in the intermediate grades.".

All these, when added together, will give you a balance of only 800 or so in the last grade. The rest of the workers are all contract workers or piece-workers and casual workers. There are about 8,000 casual workers and 3,000 other workers under the contractors. We had discussed this problem only a few days earlier in this House. I would like to know how many out of these 8,000 casual workers or 3,000 other workers are getting the ordinary benefits at least as long as they are there. They may be casual workers but while they are casual, will they get the same amenities, the same accommodation and the same conditions of living and payment of wages etc. as the other workers, although they are not made permanent? I would like to know this because this project is going to continue for some time to come in the construction stage itself.

I understand that in the pilot project, there were 800 workers. I would like to know whether these 800 workers who were getting training in the pilot project have been absorbed at present. I would also like to know how many Scheduled Caste workers are employed in this project, at least in the class IV category, if not in the higher ranks; even for the higher ranks also, I would like to have the break-up, but at least among the IV category, I would like to know how many Scheduled Caste persons are there.

At page 21 of the report, I find that there is a reference to the construction of brick kilns, and it is stated there as follows:—

> "There was a definite improvement in regard to supplies of bricks during the later part of the year and this was largely due to the special steps taken to persuade contractors to set up brick kilns not only on the lands leased for the purpose from the Madras Government but also on other suitable sites elsewhere."

I am coming from a region which is noted for brick work. We have had experience of it for the last eighty to hundred years. I would like to know from the hon. Minister why this work has been given to the contractors, and why it could not be done departmentally, because it is such a simple process, and there is not much of mechanisation etc. in this. For want of bricks, the entire programme of building construction is going at a snail's pace. This is not something which has to be imported. You just take some raw earth, put some water in it, and then put it in the kiln, and you get the brick. We had done this even from the time of Mohenjadaro. I would like to know why it could not be done now. If we say that there is delay, the delay is not to be attributed to lack of materials or lack of experts and other things; if these small matters could be attended to, then the delay could be removed to a great extent. If the bricks are not ready, the result will be that when the machine comes, there will not be the site for it. That is the position now. We also find at page 21 of the report that:

> "After firm orders have been placed for the supply and erection of plant, machinery and equipment for the Fertiliser Unit and the Briquetting and Carbonising Schemes, and the dates of delivery and erection of the Plant etc. are known....."

—the dates are not known now—

> "....the time-schedule for the entire Project will have to be revised and the works programme adjusted suitably."

We expect and we wish that this Neyveli project will go into operation by the end of the Second Five Year Plan; that is by the end of December, 1961 this project ought to have come into operation. But we know that there are certain lapses. We know difficulties are coming in the way. The apprehension is not that it will not come in the Third Plan. I was only referring to these smaller matters—not the bigger things. The apprehension is that by these small matters this will be delayed and delayed and the snail's pace will be kept. There will be excuses and explanations. Our apprehension is that there will be more delay than is envisaged. Even now, we are not on firm grounds as far as the orders and supplies are concerned. That is why we want to speed up. We are not decrying what they have achieved. We want things to be expedited. Then only the South will be benefited in time.

Shri Mohammed Imam (Chitaldrug): Sir, till now the representatives from Madras have taken part in the debate.

Shri Tangamani: Shri Warior is from Kerala.

Shri Mohammed Imam: I want to say that it is the concern not merely of the people of Madras; the entire South is interested.

Shri Chintamoni Panigrahi (Puri): North also.

Shri Mohammed Imam: North has plenty of scope. It is said that South India is a tract in which very little coal is available and on this ground many big projects like the Bhilai steel plant are located far away from the South. It is our misfortune that not a single steel plant has been located

[Shri Mohammed Imanm]

in the South. It is our good fortune that lignite, the substitute for coal, has been discovered near Madras. All our hopes of industrialisation in the South are based on the proper development of these lignite mines. Due to the absence of coal in the South, the industrial development there depends mainly on two things: mines and hydro electric projects, which supply, what is called 'white coal'.

The development and working of these lignite mines are beset with many difficulties. A good deal of overburden and soil has to be removed. I am not yet sure whether the removal of overburden had been completed. From the report I find that the entire survey work has not been completed. Secondly, mining of lignite and its subsequent processing are attended with many dangerous consequences. Lignite itself is a dangerous stuff as it cannot be taken out and exposed. If it is exposed, I think it burns itself, it will become ashes. As soon as it is taken out, it is necessary that it is carbonised and briquetted. Unless it is done, it will have no commercial value. If briquetting is not to be done simultaneously with excavation, the mine will have to be a failure. From the report I find that the Government had not succeeded in getting the briquetting plant. I find that we were able to get a small pilot plant for briquetting purposes but even that has not been put into use sufficiently. Unless this plant is obtained, I am afraid the lignite that will be excavated will not be of much use. I find that they have made only half hearted attempts in these things. They have still to place an order for much of the machinery that has to be imported. Everything is still in a preliminary stage though nearly Rs. 17 crores had been spent. Another nearly Rs. 18 crores have to be spent. But everything seems to be in a preliminary stage. Even now the persons in charge, the persons who are responsible for development feel that they are not confident of this. This is a process which has to be tackled by technicians. I find from the composition of Board of Directors that there are retired I.A.S. men and others.

Mr. Deputy Speaker: The Hon. Member must try to conclude now.

Shri Mohammed Imam: Sir, give me two minutes.

Mr. Deputy-Speaker: The hon. Member had two minutes from the beginning.

Shri Mohammed Imam: They may be very good as administrative officers, but how far these retired IAS officers can tackle technical problems or problems which are of a complicated nature is a thing about which I have my own doubts. I do not know what kind of technicians they have, or experts they have, but I wish that in all such cases they get a good mining engineer who is an expert and who is put in charge of the whole thing. Often, Sir, these civilians overdo things and make a mess of the matters. They will also not have the confidence of what they do. They lack the technical knowledge.

I submit, Sir, to the hon. Minister, that this is a really great fortune, a great find, which will go a long way in developing the industries in the south. But, Sir, it must be put in competent technical hands and the necessary resources, machinery and other things must be made available immediately so that it may be in a working position.

Sardar Swaran Singh: Mr. Deputy-Speaker, Sir, I welcome this opportunity of a debate on the report presented by the Lignite Corporation, because this gives an opportunity to assess the performance that has already been made. And, quite naturally, apart from what is contained in the report, a great deal has been said —it is quite understandable—about the progress at the present moment. "What is the total achievement that has been reached so far and what are

the expectations?", these are questions which have been very prominently raised, and these are pertinent questions. Sir, on the whole, the debate, if I may say so, has been very friendly and the approach has been constructive, and that appears to be the only approach when we are dealing with a complex and integrated project of the type that we are endeavouring to set up and install at Neyveli.

Before I actually come to the points which have been raised by hon. Members, I am sure that the House would be interested to have some idea of the type of work that is being handled and, particularly, the performance that has been achieved up till now and the schedule for the future. These are, obviously, matters of great interest, and I would therefore very briefly endeavour to apprise the House about the position. Before I do that, Sir, I may be permitted to recapitulate in a certain measure the salient features of this project. Hon. Members who come from the State of Madras or from the adjoining States are familiar with the various aspects of the problem, but I think it is good to recall them so that we might be able to judge the actual performance in the light of those complex factors.

There are two or three factors which have to be prominently kept in view. One is that which was mentioned by Shri Mohammed Imam, namely, the nature of lignite. Lignite, if I may submit, is not like coal which you can mine and keep at the pitheads. Even with regard to coal, there are limitations. We cannot stock above a certain quantity and beyond a certain period of time. But so far as lignite is concerned, it cannot be kept after being mined, and therefore, it has to be used quickly. Whether it is used in a thermal plant or in any carbonising or briquetting plant or in a fertiliser plant or for some other purpose, the essential thing is that it has to be used as soon as it is mined.

The second characteristic of lignite is that it cannot be transported over long distances. Therefore, its consumption has to be at the same point. These are the two essential things which have to be kept in mind with regard to lignite.

Added to this difficulty, although these lignite deposits are rich, the engineering problems and the mining problems are greatly complicated by the upward thrust of artesian wells there. The upward thrust of water is so large that it is kept in check by the huge over-burden which is above the lignite seam. As soon as the overburden is removed, then there has to be a very continuous pumping to depress the upward pressure of water. Otherwise, the whole thing will be pushed up. The entire mine would be flooded, and we will not be able to mine anything. So, it is not only that the commodity is of such a nature that we cannot mine it in larger quantities, we cannot stock it or transport it, but even for mining it is very necessary that the upward thrust of water has to be kept in control by continuous pumping. Now, it will be appreciated that all this really means timings and coordination of all these factors.

In addition to these remarks, I would submit that there are some points which ultimately set the limit for production. Having given in some detail the nature of lignite and the difficulties of mining, I would mention that the progress has to be so regulated that there must be a consumption unit ready, and the mining has to be in step with that consumption unit. Viewed in this perspective and in this background, some of the criticisms regarding the removal of the overburden or the utilisation of lignite will disappear.

To illustrate this matter further, even if it were possible to step up the removal of overburdens, then that means that we expose the lignite seam and the little overburden left to the larger upward thrust of water which means more pumping and more expenditure and that should not be undertaken unless the arrangement

[Sardar Swaran Singh]

for utilisation of lignite is ready. I am not giving any defence for this delay or that delay. I am happy to recall that hon. Members themselves were somewhat apologetic when they were making their points in respect of their dissatisfaction and they were keen to qualify their remarks by saying that they were only smaller matters of criticism. It was quite rightly so, because that broad perspective was before their eyes when they were offering those points of criticism. We have to judge the actual performance and the actual physical achievement in any particular sector in relation to another sector. Therefore, the whole thing becomes integrated.

Having said this much, I would now venture to give a clearer picture as to how this is now unfolding itself very surely and in a very systematic manner. The first unit that will utilise the lignite is going to be the thermal power station. The thermal power station, as has been already explained, is being installed there in conjunction with the Soviets. We have got a credit arrangement and the civil work is fairly well advanced, it should be ready in time for the turbines and other equipment that would be ready. According to the estimate, the first generating set of this thermal power station which is being erected will be commissioned by September, 1961 and the remaining units by September, 1962 or so. This sets a limit to the mining programme. There will be a total of five units.

After a certain depth in the removal of over-burden is reached, the pressure on pumping becomes too high. On that point also, I would give first the factual information. Up to the end of October, 1960, a total volume of 14.85 million cubic yards had been removed, against the target of 15.69 million cubic yards. It will be appreciated that the shortfall is only to the extent of 0.85 million cubic yards, in a total of 15.69 million cubic yards. The House will readily appreciate that this is a creditable performance, regard having had to the fact that bucket-wheel excavators were commissioned a little later and the original task of removal of over-burden was mostly by conventional machinery. We have been fully assured that by the time the first unit and the subsequent units of the thermal power station would get ready for consuming the lignite, lignite would be available. All that is tied up in a very complete manner and this, therefore, also sets a pace to the mining and removal of over-burden.

Shri Tangamani: Will lignite be available in September, 1961?

Sardar Swaran Singh: Very definitely. According to our latest estimate with regard to mining of lignite, by September, 1961 the first unit of the thermal power station will require about 0.3 million tons only. By December, 1962, we hope the entire power station would be ready and its total requirements would be 1.5 million tons. In February and March, 1963, there will be an additional quantity required of about half a million ton for the fertilizer plant. That will take us to about 2 million tons.

Shri Tangamani: After the two turbines which are coming are commissioned?

Sardar Swaran Singh: There is that expansion programme. The details of the size are being worked out, but there will be an expansion programme also. So, it will be appreciated that utilisation sets a limit to mining. In this context we have to view the whole thing in an integrated form.

Now, the House naturally would like to have an idea about the fertiliser plant. On the basis of global tenders, Government have sanctioned the establishment of a fertiliser plant at Neyveli at a cost of a little over Rs. 26 crores. Contracts for the supply of plant and machinery with a West German firm and an Italian firm

were concluded on 27th October, 1959. It may be pointed out that acquisition of land required for the scheme has already ben completed. Work for the completion of the various parts of the fertilizer unit is in progress and commercial production of urea is expected to be achieved by the middle of 1963. These are the firm dates with regard to the fertilizer plant.

With regard to the other two parts of this integrated scheme, namely, the briquetting and carbonising plant and the clay washing plant, some doubts have been expressed by the hon. Members. All I would say is that these doubts are without any basis. The correct position is this. So far as the clay washing scheme is concerned, on the basis of tenders received, the Corporation have already placed orders for the supply and erection of a plant and equipment for the clay washing plant. Other preparatory works connected with the plant's requirements of staff for construction, operation and maintenance of the plant are in progress.

Shri Tangamani: What is the estimated expenditure on clay washing?

Sardar Swaran Singh: So far as the actual time-schedule for this is concerned, it is expected to be ready by September 1961. This is the correct position with regard to this. The scheme is expected to cost Rs. 15 lakhs.

Shri Narasimhan (Krishnagiri): We will get clay before we get lignite.

Sardar Swaran Singh: We should. Otherwise, there will be a serious failure.

With regard to the briquetting and carbonisation plant I would be frank and say that the original estimates of cost appear to be very much on the low side.

Shri Braj Raj Singh (Firozabad): They are always on the low side.

Sardar Swaran Singh: Yes, unfortunately. But I do not grudge it at all. It is easy really to overestimate and then get a good chit from the hon. Member that the actual expenditure is less than the original estimate. But that, perhaps, is not good for the country. The original estimates appear to have been very much on the low side and the figures that have been arrived at as a result of the global tenders indicate that the cost is likely to be much higher than the original estimate. The difference is quite considerable.

Shri Tangamani: The original estimate was Rs. 11 crores.

Sardar Swaran Singh: Now it is more than doubled. We are examining the figures. This matter has been before the Board and before the Government because the foreign exchange involved in this and the economics of this have to be carefully scrutinised. Foreign exchange has to be obtained for this and, therefore, this matter is now in a crucial stage. It is being examined very carefully to see as to whether the amount that has been quoted by the suppliers is realistic, whether there is any scope for reducing that amount or whether there is any scope for reducing certain items which ultimately will reduce the cost. All those points are being gone into very carefully and a final decision will be taken before long. This gives the factual position with regard to the various components of this integrated project. From this, it will be seen that everything possible is being done to push this project with the utmost speed. The desire of hon. Members for more speedy action, I can appreciate and I value that. But, I hope, regard being had to all these different complex aspects of this project, they will readily come to the conclusion that the progress that has been made so far is creditable.

17 hrs.

Some general points were raised. It is not my intention to go into each

[Sardar Swaran Singh]

one of them separately. But, there are some points which I might mention. Something was said about the Board of Directors. The hon. Member Shri Sampath said that a Minister from the Madras State should be on the Board of Directors. I do not know whether he has changed his opinion with regard to Members of Legislature serving on the Boards of Directors of State undertakings. Because, here, in Parliament, we have undertaken a legislation that membersip of a Board of Directors for a Member of Parliament will be a disqualification. That is why I have lost the services of my valuable colleague Shri C. R. Pattabhi Raman, who so ably headed the Board of Directors as Chairman for a long period and gave a great deal of strength to this project. But, he had to resign because Parliament in their wisdom took a decision that membership of a Board of Directors was a disqualification. I do not know what are the rules with regard to incurring disqualification by Members of the Madras Legislature. The Parliament of our country having set a certain pattern, I think the expectation is that the State Governments should follow the same.

Shri Braj Raj Singh: The same law applies to all.

Sardar Swaran Singh: I do not know how he could make that suggestion. Normally he is very vigilant.

Shri Tangamani: He was for associating the State Governments much more into the picture. That was the main point.

Sardar Swaran Singh: If two of their nominees are on the Board of Directors, there could not be greater association. But, he was something more explicit than that. He said it should be by association of a Minister in the Board of directors. He is quite satisfied with the association of the Central Government if we put non-Ministers or non-Members of Parliament. But, for the association of the Madras Government, according to his yardstick, unless there is a Minister there is no adequate association, is an argument, the logic of which is not easy for me to comprehend. There is, if I may say so, the closest co-operation and understanding between the Government of Madras and the Central Government. I would like to say that the Madras Government has been extremely helpful. I must say that, situated as Neyveli is, but for the constant attention, help and guidance which is always forthcoming most ungrudgingly from the Madras Government, this project would not have made the success that it has already made.

Something was said about civil servants being on the Board of Directors. This is a matter which comes up again and again.

An Hon. Member: Jack of all trades and master of none.

Shri Mohammed Imam: A civil servant is expectsed to know every branch of industry.

Sardar Swaran Singh: For a particular management, there is a limit up to which technical knowledge as such is of value. It is a general management problem. Just as hon. Members, although they are not technical people, make very valuable suggestions about how an industry is to be managed, I think we can also extend the same principle to others that they can also run and manage an industrial undertaking.

The hon. House would be interested to know this. In the Board of Directors, we have now lost Shri C. R. Pattabhi Raman.....

An Hon. Member: Lost?

Sardar Swaran Singh: From the Board of Directors. The loss of the Board is the gain of Parliament because he can devote greater time here. Besides, instead of Dr. Nagaraja Rao, we have got Dr. Kane, who is Senior

Industrial Adviser, in the Ministry of Commerce and Industry. We have got two representatives of the Madras Government. We have got Shri C. R. Damodaran, who is Principal of the P. S. G. College of Engineering at Coimbatore. We have got Shri G. Ramanujam, Vice-president of the Indian National Trade Union Congress, a labour leader. So, there is a good sprinkling of public men, labour leaders and administrators, and on the whole I think the board has functioned extremely well.

Something was said about this rail link. I am sure their presentation of the case should receive very sympathetic consideration. Depending upon the availability of over-all resources, the desire to provide the transport facility is there. The limitation is the availability of resources rather than any unwillingness to see the necessity or desirability of undertaking a project of that nature. From the very nature of the case, I cannot throw more precise light on this matter.

Something was said about amenities for workers and difficulties in the township. Shri Sampath is a brave man. He says there are no facilities for holding public meetings, but he was able to convene a meeting and address the workers.

Shri Sampath: Not that. I conducted that meeting just on the outskirts of the town where half the people from Neyveli had to come by walk.

Sardar Swaran Singh: Being a great leader, probably he attracts such a large crowd that the meeting has to be held outside the town.

I am sorry to note that he has pointed out some defects in the buildings etc. I will pass on his observations to the project authorities, and whatever the shortcomings are, they will certainly be attended to. But I must say that on the whole I was well impressed by the general lay-out of the township and the general standard of buildings. I am lucky and have the privilege to be associated with a number of projects, and I can say that on the whole the standards of construction of houses and the general lay out of the township is pretty good. Also, the cost of construction there compares very favourably with construction at other places. If there are leaking roofs or minor cracks anywhere, I am sure they will be attended to.

Shri Braj Raj Singh: He also complained of lack of barber shops.

Sardar Swaran Singh: He says that that has been rectified.

About acquisition of land, more than one hon. Member made some reference, but they also cautioned us that it is public money and it has to be spent only in the correct manner. That is as it should be. There is a law with regard to payment of compensation. The Madras legislature had passed an enactment. Then there is a regular procedure for assessing the quantum of compensation. Neither Parliament nor the State legislatures have yet bestowed any powers on any Government just to give money simply because somebody says he has to be given more. This has to be assessed according to certain rules and legislation. People have got the right to go to courts, and similarly Government has also the right to go to court to put forward its viewpoint, not because it is callous but because it owes a responsibility. It is public money which has to be utilised for good purposes, and therefore that should not be grudged at all.

With regard to recruitment, I can understand why the sensitiveness of some hon. Members has been touched when it was said that suitable persons with the requisite amount of training and calibre were not found. I am ready to say that so far as the general availability of workers is concerned, there are fairly large number of people there, both literate and otherwise. I would also like to say that people in that locality and the surrounding areas are hardworking. Generally, their level of performance is very good.

Shri Tangamani: Some credence must be given to what we have stated. We said certain things on the basis of reports we have received. There has been discrimination.

Sardar Swaran Singh: He would not have got up if he had the patience to hear what I was going to say. I tried very carefully to understand what his objection was. I was unable to follow it. This is a project where it canot be said that a very large number of people from other parts of the country have gone in. Apparently, that was not in their minds. If that is not what they meant, then, obviously, the project authorities have got the duty to see that they take the right type of men for the right type of job. If for any particular job at any particular time, the right type of men were not available, and if they mention that, then that should not be grudged at all, because, after all, when we pay public money, we must have the right type of men. Even with the best of intentions, no one is born as an accountant. To be an accountant, one has to be trained. If persons with the requisite training were not available, and they picked up people and gave them that training, that should not be a matter for criticism at all.

Then, it was said that there is a large number of workers, and hon. Members did not know how many of them were permanent and how many of them were daily-rated. That is the usual story with regard to a project where both construction and operation go hand in hand. It is a very favourite subject, particularly for hon. Members opposite who put forward that objection. For any big project, we have first to make a beginning, and construction has to start. When people come even for constructing a township, their suggestion is that there should be accommodation for them, even before the work starts or even when the work starts, there should be accommodation for each worker. I think in construction matters we must be reconciled to this hard fact that some of them at least in the construction stage will have to deny themselves of the comfort and the pleasure of being accommodated under a roof or in houses which are the normal concomitants of a working project; and the difficulties of the construction stage have to be fully appreciated.

I have seen myself this project, and I go there quite often. The amenities that are provided there are good. I was rather pained to hear some hon. Members saying that there is difficulty even with regard to drinking water and the like. That is farthest from truth, because I have myself seen there that both at the place where they are working as well as at other places, all these facilities are available, and available in abundance.

I think I have covered all the points made by hon. Members. In conclusion, I would say that this is a project to which the Government of India attach very great importance, because this is an area which is situated far away from the main coal-producing centres. The people there are good, and if these power resources are developed, it will give a great fillip to industrial growth in that part of the country, and we wish this project all success.

Shri Tangamani: I am glad that several Members of this House took part in this discussion. I would have been gladder still if the Members from different parts of the country also had made their contribution. Anyway, the question of Neyveli and the integrated aspect of the project have been fully focussed upon.

I am grateful to the hon. Minister for giving us a firm date about one or two things. He said that the thermal plant will go into operation by the end of 1962, that is, all the five units would go into operation by that time. He has also indicated that the power potential is going to be increased.

As regards the fertiliser plant, he has said enough. But the disturbing thing which I would like the House to realise and which I want to tell you is about the carbonising and briquetting scheme. From 1956 onwards, we have been told about this carbonising and briquetting plant, and there has been a pilot scheme also. When the Madras Government took up this issue, the question of the various uses to which these briquettes could be put had also been very much popularised.

17.14 hrs.

[MR. SPEAKER *in the Chair*]

I remember that in 1958, during the budget discussion, the hon. Minister referred to this carbonising and briquetting plant. Again, on 11th August, when the discussion on the report took place, he referred to the total amount involved, which was likely to be Rs. 11 crores, the foreign exchange content being Rs. 6½ crores. In the annual report now, we find that we need not have to spend this foreign exchange, because we shall be able to get all the materials indigenously. Today, however, the hon. Minister tells us that Government have invited global tenders, and after receiving these global tenders, he has said that the total amount may be Rs. 22 crores or more. So I want to know whether this is going to be shelved. If that is so, it is going to be met with great disappointment by the people of the south who are expecting very much from this integrated plant. This is a disturbing aspect of the reply that he has given.

Sardar Swaran Singh: May I clarify that it is not going to be shelved? Let him take that from me.

Shri Tangamani: I am much obliged to him. Anyway, we would like to have a firm date for this, as he has been pleased to give a firm date, about the other three units.

As regards the railway link also, although he could not commit himself, we are grateful to him for his statement that he will exert his influence for getting priority for it.

Again, there is a disturbing thing about the question of recruitment of casual labour. Not only one Member but several Members have raised that point. It is a very remarkable thing that we find in the statement that clerks, stenographers and section officers are not being recruited because they do not find qualified men. If this is the position in a State like Madras or in the southern region or throughout this country, there must be something radically wrong with the Selection Committee which says that it is not able to get good accountants, good clerks and good section officers. It is a very very remarkable thing It is put in black and white in the report itself. As I said, there must be something radically wrong with the Selection Committee.

The hon. Minister did point out that there are certain employment exchange recruitments. About that, I am not saying anything. But when the Selection Committee actually comes and says that it could not recruit proper men, it is a matter requiring looking into. On the question of technical men, there has been the report, rightly or wrongly....

Mr. Speaker: So far as the Public Services Commissions are concerned, they are governed by rules and regulations. Employment exchanges are under the department. If hon. Members want to go and see the various places in various parts, let them go and see how many applications have been received and on what basis recruitment has been made. It is better to understand the activities of every department. Then questions may be avoided in the House.

Sardar Swaran Singh: Questions are generally welcome because they throw up good points. Government always endeavour to supply all possible information to hon. Members.

Mr. Speaker: What he wants to know is why in a State like Madras it is difficult to get competent stenographers and clerks. It is rather strange. How many applications have been received and why were they rejected?

Sardar Swaran Singh: This is from the Report of 1958-59. Whatever was the position at that time, I can assure him that the Neyveli Lignite project will not suffer for want of clerks, stenographers and the like.

Shri Tangamani: Again, take the question of technical personnel. Several Members have referred to it. I would like the hon. Minister to pay special attention to this. Complaints have been received....

Mr. Speaker: I believe some Members of this House are also associated with the directorate of the Corporation.

Sardar Swaran Singh: Our colleague, Shri C. R. Pattabhi Raman, was Chairman of the Board of Directors.

Mr. Speaker: Is there any other Member?

Sardar Swaran Singh: Now Parliament in their wisdom have ruled that directorship of this is a disqualification for Members of Parliament.

Shri Tangamani: Then there is the question of casual labour and also contract labour. This is also a matter which cannot be easily dispensed with, because there are 8000 casual labourers and 2000 contract workers. I would like to have the break-up, whether they are only doing building construction or also other work. My information is that they are doing all other types of work. Ultimately they will have to be absorbed when it goes into production. In such important projects, people are not just class IV or unskilled labour after they have worked so long; as a result of their working there, they become much more skilled. So it becomes necessary in the steel plants and in Neyveli to have a pool of these workers and give them all facilities so that they can be absorbed in other projects also.

Another point which was raised for which we have not got the reply is about the number of workers who are now on the rolls who get the benefit of provident fund.

I would request the hon. Minister through you to look into some of these points like recruitment and the briquetting and carbonisation scheme and do the needful.

Mr. Speaker: I will now put it to the House. I do not know whether this is right. We have adopted it from the House of Commons practice. I am thinking of devising a method. I am putting it to the House after it has taken note of it.

Sardar Swaran Singh: You can, perhaps, say, "This House has taken note".

Mr. Speaker: That is what it means. Takes note means has taken note. They both mean the same thing.

Shri Rane (Buldana): The announcement by the Speaker is quite sufficient.

Mr. Speaker: Now, I will put it to the House.

The question is:

"That this House takes note of the Annual Report of Neyveli Lignite Corporation Limited along with the Audited Accounts for the year 1958-59, laid on the Table of the House on the 29th February, 1960."

The motion was adopted.

17.22 hrs.

RAW MATERLIALS COMMITTEE*

Shri Chintamoni Panigrahi (Puri): Mr. Speaker, Sir, I am grateful to you that this half an hour discussion has come today. Government have decided to constitute a Standing Committee on Raw Materials in the steel industry. And, it has been said by the Ministry that this committee will continuously study and advise Government on problems, long-term and short-term, relating to the production, supply and movement of coal, iron ore and other raw materials for the steel industry.

The Estimates Committee while considering the demands of the Steel, Mines and Fuel Ministry were of the opinion that so far as the supply of raw materials to the steel mills is concerned, there was no planning. They pointed out that so far iron ore was concerned it was supplied to Rourkela from a mine which is 140 miles from the place of the factory and it was from the Gua region. The Ministry also stated that when the steel plant started there was no planning so far as the source of raw materials was concerned and, therefore, they had to take this step of getting iron ore from such long distances. They said that for bringing the iron ore from the Gua region to Rourkela they had to incur an expenditure of about Rs. 68 lakhs annually so far as transport alone was concerned.

I am not going into details. But, so far as the supply of these raw materials is concerned, it has been very often said that the Hindustan Steel Ltd. is purchasing ores through the STC for the public sector steel plants as a short-term arrangement. We were given to understand that after the iron ore mines which will supply to the individual steel plants in the public sector are worked out, naturally, the STC will not be given the responsibility to supply iron ores to the public sector steel mills. So, we were given to understand that this is a short-term arrangement so far as the STC is concerned, it was also said that even in the long-term plan, a certain quantity of ore from market mines is to be supplied to the Durgapur mills. For Rourkela and Bhilai, factories they are not going to purchase iron ore from the market mines; only for Durgapur they are going to purchase iron ore from market mines. Besides the Bolani ores will feed the Durgapur steel mill. The STC will be used to the extent convenient for the purchase of iron ore from the market mines. The Government has constituted a standing committee for the supply of iron ore and other raw materials. So, this point is to be clarified as to whether the Government has finally decided not to entrust the STC with the supply of iron ore to the public sector steel mills. If the STC will be entrusted with this work, to what extent would it be entrusted? Would it supply only for Durgapur?

The Hindustan Steel Limited have also a separate purchase organisation. The purchase of iron ore and lime stone is looked after by the central purchasing organisation which has its head office in Calcutta and the distribution of coal to the public sector steel mills is looked after by the Coal Controller. So, separate purchase organisations deal with separate raw materials. Will the standing committee co-ordinate all these activities? Or will it only advise the Government? What are its terms of reference? The hon. Minister will say that it has been formed to advise. Then why should a representative of the Bird and Company, a private foreign mining interest, be taken in this committee?

I have no time to go into the details but the requirements or iron ore for Rourkela come to 1.6 million tons annually the figures for coal and limestone are not with me. Durgapur re-

*Half-an-Hour Discussion.

[Shri Chintamoni Panigrahi]

quires 1.2 million tons of iron ore annually and Bhilai, 1.9 million tons. The STC had the monopoly of supplying iron ores to these steel mills.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): He uses the word 'monopoly' for the STC.

Shri Chintamoni Panigrahi: Not in the bad sense. I am a supporter of the STC. The STC has been given the right to get all these iron ores from the private mining interests: it has no mines for itself. I would request the hon. Minister to give us the figures in respect of allotment of wagons for a period of six months to the different mining interests. From that we will know that 75 per cent. of this quota has gone to the Bird and Company (Private) Limited. Rourkela and Durgapur are fed by the Bird and Company; it used to supply even for Bhilai.

Sardar Swaran Singh: 75 per cent of coal or coke?

Shri Chintamoni Panigrahi: Of iron ore. The hon. Minister of Commerce and Industry has replied here many times that the purchases are made from all the mine owners in Barajamda area, who are in a position to load from loading stations acceptable to the railways. It is just like asking the question: where is the nose? You can take your hand round the head and show the nose in a round about way. It is like that. What are the loading stations acceptable to the railways? Whatever sidings are there in the Barajamda area belong to Bird and Company and only those sidings are acceptable to the Railways! So, whatever iron ore has to be loaded has to be loaded on the sidings belong to that Company. Therefore, Sir, 75 per cent of the quotas have gone to Messrs. Bird and Co.

Mr. Speaker: Why does not the hon. Member ascertain it from the Railway Ministry?

Shri Chintamoni Panigrahi: I have ascertained it. That is why I am asking the hon. Minister to give us figures for the last six months and place them before this House. The reason for my submission is that, an ex-Chairman of the Railway Board is now working as the Director of Messrs. Bird and Co. I am not going to name him.

Shri S. M. Banerjee (Kanpur): That question was raised here.

Shri Chintamoni Panigrahi: It has been brought to your notice. When Messrs. Bird and Co. was not represented in the Standing Committee....

Mr. Speaker: What is his name?

Shri Chintamoni Panigrahi: Shri Budhwar.

Mr. Speaker: When was he the Chairman of the Railway Board?

Shri Chintamoni Panigrahi: The exact date I do not know, but that can be verified.

Mr. Speaker: Can't he be employed anywhere even after a long time?

Shri Chintamoni Panigrahi: Immediately after his retirement he took up the oppointment as a director here.

Mr. Speaker: Is it that straight from the Railway Board he went there?

Shri Chintamoni Panigrahi: Yes.

Mr. Speaker: Was he dealing with Messrs. Bird and Co. while he was in the Railway Board?

Shri Chintamoni Panigrahi: He is at present the Director of Messrs. Bird and Co.

Mr. Speaker: Was Messrs. Bird and Co. doing any work with the Railways?

Shri Chintamoni Panigrahi: It used to get wagons for transhipment of

iron ore and other things from the Railways.

Shri Harish Chandra Mathur (Pali): This matter was discussed on the floor of the House and the Railway Minister explained the whole position.

Sardar Swaran Singh: That was several years ago.

Shri Chintamoni Panigrahi: He still continues as the Director of Messrs. Bird and Co. When Messrs. Bird and Co., had no position in the Standing Committee—because the Standing Committee has been formed only recently, on 1st November—they used to get 75 per cent of the quota so far as wagons are concerned from the Railways and the S.T.C. Now that it has been given representation in the Standing Committee which has been formed for the purpose of giving advice to the Government with regard to production, supply and movement of raw materials for the steel mills, the company has gained a great deal of prestige with the Government and it is trying to influence almost all the ministries including both the Commerce Ministry and the Railway Ministry. There are more than 300 Indian mine owners. I have received a telegram saying that their representative has not been taken in the Standing Committe. They have their own association.

Mr. Speaker: What is the strength of the Standing Committee?

Shri Chintamoni Panigrahi: Fourteen.

Mr. Speaker: Not one of the Indian mine owners is there?

Shri Chintamoni Panigrahi: No, Sir,

Mr. Speaker: Who are the rest?

Shri Chintamoni Panigrahi: They are: The Secretary to the Ministry of Steel, Mines and Fuel in the Department of Iron and Steel; the Secretary to the Ministry of Steel, Mines and Fuel in the Department of Mines and Fuel or his representative; Member (Transportation), Railway Board; two representatives of Hindustan Steel Limited of which one will be a Director; a Director of Indian Iron and Steel Co. Lt.; a Director of Tata Iron and Steel Co. Ltd.; a Director of National Coal Development Corporation; three representatives of the Joint Working Committee of the Coal Industry; a Director of the State Trading Corporation; a Director of the National Mineral Development Corporation; a Director of Bird and Co. (Private) Ltd., the Coal Controller, Government of India, the Iron and Steel Controller, Government of India, and an officer of the Ministry of Steel Mines and Fuel in the Department of Iron and Steel.

If Messrs. Bird and Co. own a steel plant I can understand their being represented in the Standing Committee. But they have no steel plant of their own. That is why I have received a telegram saying:

> "Bird monopoly supply Durgapur from Bolani Stop Bird also supplies Indian Iron Tatas Rourkela Stop eightyfive per cent order and allotment of wagons to Bird alone stop Tata getting total six trains daily from Badampahar Barajamda Banspani section".

My humble submission is this. The Government has formed a Standing Committee I am glad that the Government has formed a Standing Committee because it is necessary that all activities so far as purchase is concerned must be co-ordinated so that we can get raw materials at a reasonable price. But by giving Messrs. Bird and Company represenation in the Standing Committee you are giving more prestige to them and they will use that influence to the detriment of Indian mine owners whereby many Indian mines will have to close down, because Messrs. Bird and Company will again try to get all the quotas—whatever quota will now be

[Sh . Chintamoni Panigrahi]

left to be supplied from the market, after the Standing Committee is formed and the public sector iron ore mines are worked out.

With these words, I conclude.

Sardar Swaran Singh: Mr. Speaker, Sir, I must confess that I was greatly surprised about the criticism which the hon. Member has made about the constitution of this Advisory committee. I had occasion to place on the Table of the House Information about this Committee, and it is surprising that even after seeing that, the hon. Member should make a statement that only the director of Messrs. Bird & Co. has been included in this Committee.

Shri Chintamoni Panigrahi: Private mining interest.

Sardar Swaran Singh: Be patient. With regard to this matter, I would draw the attention of the House to the resolution which was placed on the Table of the House in reply to Starred Question No.552 dated 29-11-1960. The Government of India decided to constitute a standing committee on raw materials for the steel industry consisting of several representatives, and there are, against item (viii), as many as three representatives of the joint working committee of the coal industry. This joint working committee of the coal industry consists of a very large percentage of coal mine-owners in the country and even Shri Chintamoni Panigrahi will admit that there are several Indian mine-owners who are members of the joint working committee and they have sent their representatives. So, the objection that he raises again is absolutely without foundation.

Shri Chintamoni Panigrahi: What about the numerous small iron ore mining interests?

Sardar Swaran Singh: Let him wait a bit and be patient. He says that the inclusion of a representative of Bird & Co. has given them prestige and has enabled them to get facilities. I do not know what precisely does he mean by prestige or facilities which he says they have got. This Committee was constituted very recently. Only one meeting of this Committee has taken place. What are the terms of reference of this Committee? The Committee will continuously study and advise Government on problems, short-term as well as long-term, relating to the production, supply and movement of coal, iron ore and other raw materials for the steel industry. This Committee, or a committee of this type, which is very essential to ensure a steady flow of raw materials to the steel industry should obviously consist of those people who have got anything to do with the supply of raw materials. I cannot place Shri Chintamoni Panigrahi in the committee—he is not supplying even one *chattak* of iron ore or limestone or coal to the industry. The very argument which he puts forward, namely, that they are one of the big suppliers of raw material to the steel industry, both public and private, is a very strong reason why they should be on the committee, because we should know what are the difficulties that are experienced by them and what are the facilities that should be afforded for a smooth and steady flow of raw materials to the steel plant.

Shri Chintamoni Panigrahi, coming as he does, from a mining area—and I presume that he is in touch with at any rate the workers in that area—should have by now acquired sufficient know-how with regard to the requirements of steel plants and the raw materials needed for the steel plants. He has brushed aside a very relevant and a very important factor, namely, that the supply of raw materials to the steel plants, particularly iron ore and coal, must be of a constant quality. Therefore, it is

very essential that we should have as large sources of supply of raw materials as possible. I will be very frank that in this context, the so-called small mine-owner will have very little share. Let us understand that. For a blast furnace, it is very important that the iron ore that it gets is of constant quality. Blast Furnace man is not happy if he gets for two days ore of very high quality and on the third day ore of a slightly inferior quality.

Mr. Speaker: What about a co-operative society?

Sardar Swaran Singh: That would not function. This question is academic. There are five big units requiring iron ore. For Indian Iron and Tatas, most of their supplies are from mines which they themselves have developed; they are free to get iron ore from any source they like which is best for them and we should not put any impediment in their right of purchase or in locating the sources from which they want to purchase.

So far as Government steel plants are concerned, I have made the position clear on more than one occasion that Bhilai steel plant is getting almost its entire requirements of iron ore from Rajhara mine, developed by the public sector. Rourkela will get iron ore from Barsua, where mechanical mining has already started. Durgapur will get iron ore from Bolani, which is a venture in which Government own a majority share. It is true there may be short-supplies of iron ore from time to time. Those short-supplies have to be made good by purchase from the market, which we organise through the STC. He should have welcomed that agency of STC, whom we employ for purchase of iron ore for feeding the steel plants to make good the short-supplies from time to time.

Therefore, I would strongly repudiate any insinuation that by the presence of any company, whether Bird and Company or the representatives of coal companies, by virtue of their merely sitting in that committee, they are able to influence either the Ministry of Steel, Mines and Fuel or the Ministry of Railways, in the matter of giving facilities, is extremely unkind and it should not have been made. This Committee consists of 17 members: The Secretary, Ministry of Steel, Mines and Fuel, Department of Iron and Steel—Chairman; Secretary, Ministry of Steel, Mines and Fuel, Department of Mines and Fuel, member; two representatives of Hindustan Steel, a Director of IISO, a Director of Tatas, a Director of the National Coal Development Corporation, three representatives of the joint working committee of the coal industry, a Director of STC, a Director of the National Mineral Development Corporation, a Director of Bird and Company, Coal Controller, Iron and Steel Controller and an officer of the Ministry of Steel, Mines and Fuel. So, I do not know why he has developed the complex that merely because there is a representative of one company he is going to influence the other people. Influence in what? He conveniently forgets that the supply of raw material of requisite quality to the steel plants is very vital for the efficient running of the steel plants; it is not a thing which you can just pick up from any source. You must have the right type of raw material from the right source. He may or may not like it, but it is a fact that most of the limestone for the various steel plants—a good part of it—is supplied by Bird and Company. We are very much interested that they should continue to supply it and develop it. So, to say that the presence of a representative of a company influences others is wrong. Can the Hon. Member be influenced because there are people of that type sitting in a meeting with him? But he is tough enough and he can protect himself. To say that others representing Government sitting in a committee would be influenced because there is a representative of a company is not correct. I said assure him that if I am not overwhelmed by

[Sardar Swaran Singh]

some progressive ideas that Shri Panigrahi may have, surely I cannot very much deviate from the path of rectitude if a person whom he terms as a person from the right is sitting in a committee. I am keen that all these people that is, suppliers of coal and raw materials, transport people, the users, that is, the Directors of the various companies and representatives of the State Trading Corporation should sit together and they should in a co-ordinated manner try to locate as to which are the best sources and which are the efficient ways of moving the material. I was hoping that the constitution of this Committee which will review from time to time the various problems that confront the steel plants in the matter of building up of raw materials, the announcement of that committee would be welcomed by Hon. Members. It is surprising that the Hon. Member, somehow or other, simply because he sits in opposition benches and he perhaps always thinks that he must criticise whatever we do, is criticising the constitution of this Committee. These Committee, I think(has got a very practical and precise task to perform. And we have to recognize that these big centres of consumption like steel plants have to be very constantly fed with the raw materials of requisite quantity and of requisite quality.

I may, for the information of the hon. House, say that a steel plant itself is a real strain upon the transport system. A one-million steel plant creates a transport problem where they have to carry to the tune of about 7 million tons annually in the form of intake of raw material and dispersal of finished products like steel and other by-products. When the transport system is already strained, it is a sign of growth of our economy; really our economy has grown more rapidly than what we originally evisaged. So, the pangs of growth are there. The actual transport effort that the railways have to put in is really much larger than what was envisaged by the growth of the economy. Therefore, every step has to be taken to rationalise the movement, to see that the wagons are not unnecessarily detained, to ensure that loading and unloading is quick, to ensure that the movement is brisk and it is absolutely necessary to sit in a meeting and sort out these points from time to time. If any assurance is necessary, I would say that it will be judging the Government very poorly if anyone is to suggest that the presence of one representative in a committee, when there are 17 members or so, will influence the policy of the Government. It may be the result of some complex in which the hon. Member finds himself in a grip. Certainly, Government is not in that grip.

Shri Warior (Trichur): Shall we take it that but for Bird & Company the steel plants are going to be starved, because that is the sum and substance of the picture he has drawn?

Sardar Swaran Singh: That is not correct. They are supplying good quality limestone and I wish them to continue to supply us. It is not easy to develop alternative sources. Iron ore is not the only thing.

Shri Chintamoni Panigrahi: What is the cost of assembling this limestone which Bird & Company are supplying to Durgapur?

Sardar Swaran Singh: It is obviously the railway freight from the source.

Shri Chintamoni Panigrahi: Now there is not enough time to quote figures. You yourself have admitted that the cost of production of iron ore of Bird & Company is Rs. 8·06. But when it reaches Rourkela or other places how much is charged by them? How much do the other mine-owners charge?

Sardar Swaran Singh: I think the hon. Member is confusing iron ore with line-stone. My reply was with

regard to lime-stone. I have already said that with regard to the public sector, they will get their requirements from the public sector mines.

Mr. Speaker: As we do in the Estimates Committee, Public Accounts Committee and the Business Advisory Committee, instead of a representative of the businessmen being there in the committee itself, could he not be invited to come and explain the matter from time to time as and when the necessity arises. Because, he may vote in his own favour. That is what is agitating the minds of the hon. Members.

Sardar Swaran Singh: There is no question of voting. No decision is taken there either to purchase or do anything. As I explained, they will continuously study and advise the Government on problems, short term as well as long term, relating to production, supply and movement of coal, iron ore and other raw materials. There is no question of voting.

Shri Chintamoni Panigrahi: May I say with regard to limestone, at Rourkela, it is Rs. 15 to Rs. 36? Can there be variation like that? In Bhilai, it is Rs. 13; in Durgapur it is Rs. 31. This is the difference.

Sardar Swaran Singh: Then what?

Mr. Speaker: It is the presence of that gentleman, he says, that has induced them to pay abnormally when it is only Rs. 13 to 16 in the one and Rs. 31 in the other. That is their allegation.

Sardar Swaran Singh: Can you believe such a thing?

Mr. Speaker: I do not believe.

Sardar Swaran Singh: He is here only for the last four weeks. The figures that he is quoting are about a period long ago, unless in the hope that he might one day sit on the committee, we have been giving higher prices. If that is the way they judge, I have nothing else to say.

Shri Chintamoni Panigrahi: Let there be an enquiry.

Mr. Speaker: These are matters which either the Estimates Committee or the Public Accounts Committee will look into. If there is a proper case and there is such a difference between Rs. 13 and 15 on the one side and Rs. 31 on the other side, and it is alleged that it is all due to one individual who has come to the Railway from Bird and Co. and sitting there, certainly that would be examined. But, you must lay sufficient material before the House and before the hon. Minister. He will himself look into it.

Sardar Swaran Singh: I would certainly look into it. Even he cannot allege that there is that differential. He is trying to say that because the sources of supply are a little far removed from a certain place of consumption and therefore when we add the freight to the original price, the cost that a particular consumer has to pay is high. He himself does not allege that he is selling at that high price.

Shri Chintamoni Panigrahi: Why this is being done? That is the question.

Mr. Speaker: The House will now stand adjourned to meet again at 11 A.M. tomorrow.

17.53 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday December 16, 1960/Agrahayana 25, 1882 (Saka).

[*Thursday, December* 15, 1960/*Agrahayana* 24, 1882 (*Saka*)]

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1877	Treasures in Central Universities	5731–32
1878	Model questions for students	5732
1879	Aid for sports fields to Kerala Government	5732–33
1880	Andhra Pradesh Accountants General's Office	5733–34
1881	Pakistani women smugglers	5734
1882	Procurement of foreign exchange	5734–35
1883	Planetarium in Delhi	5735
1884	Excise Revenue from vegetable non-essential oils	5736
1885	United Provinces Commercial Corporation, Calcutta	5736–37
1886	Police Regiment for Assam	5737
1887	Colleges of Fine Arts and Crafts	5737–38
1888	Regional Engineering College in Kerala	5738
1889	Publication of Notifications in Hindi	5738–39
1890	U.P.S.C. examinations	5739
1891	Schools in the Andaman and Nicobar Islands	5740
1892	Sale of Prize Bonds	5740–41
1893	Sikkim Lottery	5741
1894	Reduction in rate of interest of World Bank	5741–42
1895	Production of steel	5742
1896	Housing Scheme for Scheduled Castes	5742–43
1897	Purchase of steel	5743–44
1898	Indian literature in Tibetan script	5744
1899	Oil Survey in Madhya Pradesh	5744–45

PAPERS LAID ON THE TABLE . . . 5745–46

(1) A copy of the Fifteenth Report of the Law Commission on the law relating to marriage and divorce amongst Christians in India

(2) A copy of the Ministers' (Allowances, Medical Treatment and other privileges) Amendment Rules, 1960 published in Notification No. G.S.R. 1367 dated the 21st November, 1960 under sub-section (2) of Section 11 of the Salaries and Allowances of Ministers' Act, 1952

(3) A copy of each of the following Notifications under subsection (2) of Section 3 of the All India Services Act, 1951 :

(*a*) G.S.R. 1415 dated the 3rd December, 1960 making certain amendment to the Indian Administrative Service (Pay) Rules, 1954

(*b*) G.S.R. 1416 dated the 3rd December, 1960 making certain Amendment to the Indian Police Service (Pay) Rules, 1954.

(4) A copy of each of the following Notifications Under subsection (4) of Section 43B of the Sea Customs Act, 1878 :

(*i*) G.S.R. 1427 dated the 3rd December, 1960

(*ii*) G.S.R. 1428 dated the 3rd December, 1960

PAPERS LAID ON THE TABLE—*contd.*

COLUMNS

(iii) G.S.R. 1429 dated the 3rd December, 1960.

(5) A copy of the Lok Sahayak Sena (Amendment) Rules, 1960 published in Notification No. S.R.O. 406 dated the 3rd December, 1960, under sub-section (3) of Section 11 of the Lok Sahayak Sena Act, 1956.

MESSAGE FROM RAJYA SABHA 5746—47

Secretary reported a message from Rajya Sabha that Rajya Sabha had no recommendations to make to Lok Sabha in regard to the Appropriation (Railways) No. 5 Bill, 1960, passed by Lok Sabha on the 7th December, 1960.

REPORT OF COMMITTEE ON ABSENCE OF MEMBERS FROM THE SITTINGS OF THE HOUSE PRESENTED 5747

Twenty-second Report was presented.

PETITION PRESENTED 5747

Shri Tridib Kumar Chaudhuri presented a petition signed by a petitioner relating to the proposed division of Berubari Union No. 12 between India and Pakistan . .

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE 5747—51

Shri Brij Raj Singh called the attention of the Minister of Home Affairs to the reported death of two sepoys of an advance party of Manipur Rifles and injuries to another in an encounter with the Naga hostiles on the 9th December, 1960 . .

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE —*contd.*

COLUMNS

The Ministry of Home Affairs (Shri G. B. Pant) made a statement in regard thereto.

BILL PASSED 5751—5819

Further discussion on the motion to consider the Motor Transport Workers Bill, as reported by the Joint Committee, was concluded, and the motion was adopted. After clause-by-clause consideration the Bill was passed.

MOTION RE. REPORT OF NEYVELI LIGNITE CORPORATION LIMITED 5820—74

Shri Tangamani moved the motion re. Annual Report of Neyveli Lignite Corporation Limited. Shri Tangamani replied to the debate. The discssion conculuded and the motion was adopted.

HALF-AN-HOUR DISCUSSION 5875—88

Shri Chintamoni Panigrahi raised a half-an-hour discussion on points arising out of the answer given on the 29th November, 1960 to Starred Question No. 552 regarding Raw Materials Committee.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh) replied to the debate.

AGENDA FOR FRIDAY, DECEMBER, 16, 1960/ AGRAHAYANA 25, 1882 (Saka)

Consideration and passing of the Indian Tariff (Amendment) Bill and consideration of the Private Members' Resolutions.

GMGIPND—LS II—1621 (Ai) LS—23-12-60—901